

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

Volume VI

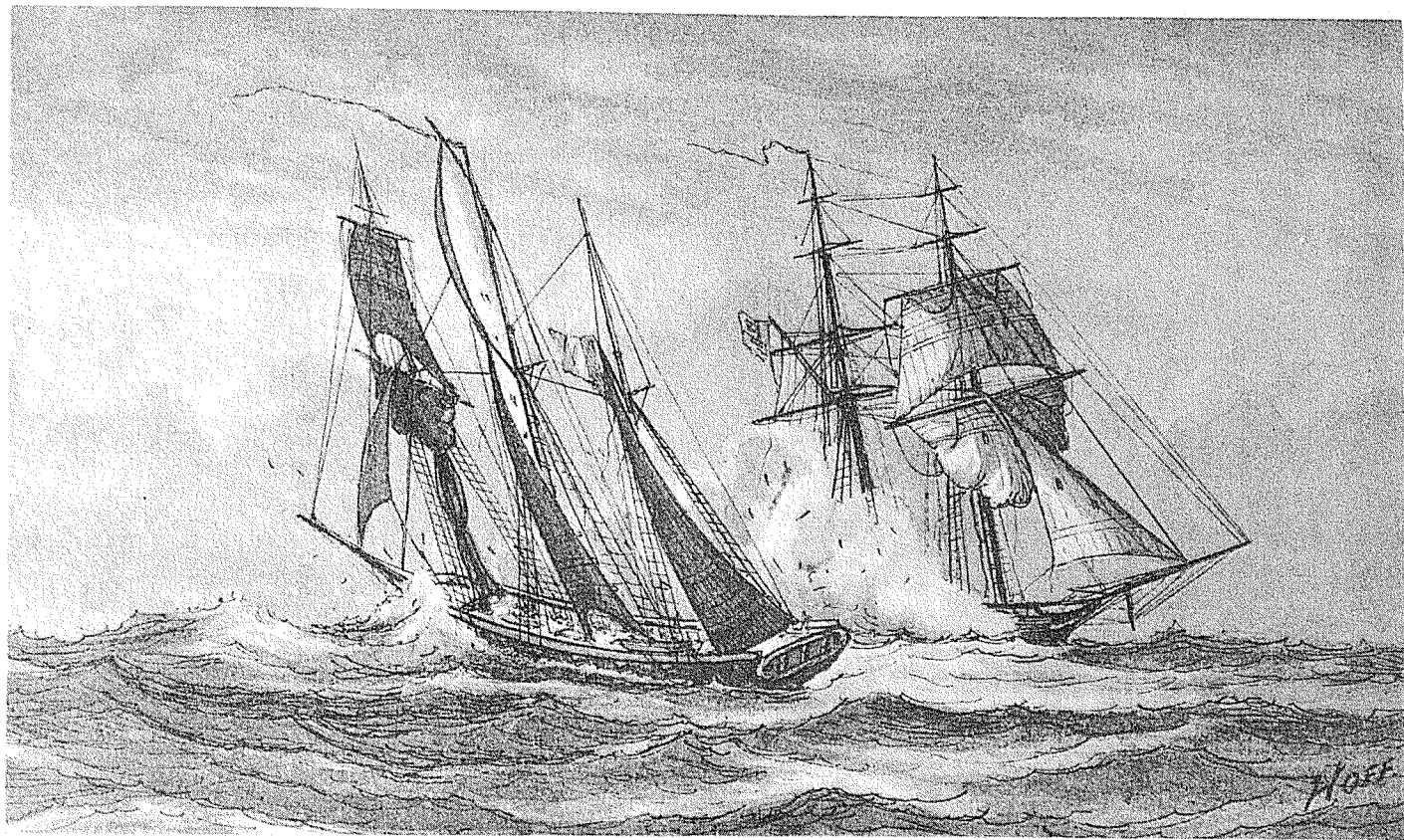
**Naval Operations
from June to November 1800**

**United States
Government Printing Office
Washington, 1938**

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NAVAL OPERATIONS
FROM JUNE 1800 TO NOVEMBER 1800
QUASI-WAR WITH FRANCE



U. S. SCHOONER EXPERIMENT CAPTURING FRENCH PRIVATEER DIANE, 1 OCTOBER 1800

NAVAL DOCUMENTS

RELATED TO THE

QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE



NAVAL OPERATIONS

FROM JUNE 1800 TO NOVEMBER 1800



PUBLISHED UNDER DIRECTION OF
The Honorable CLAUDE A. SWANSON
Secretary of the Navy



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

By Authority of Acts of Congress
Approved March 15, 1934, and April 27, 1937



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1938

PREFACE

This volume is the sixth of a series of documentary material dealing with early American naval history. It covers naval operations from June 1, 1800, to November 30, 1800, inclusive, during the Quasi-War with France (1798-1801), and contains much hitherto unpublished matter concerning naval activity, together with related political and commercial affairs.

The principal event covered is the capture of the French Sloop-of-War *Le Berceau* by the *Boston*, Captain Little, in a severe action lasting nearly two hours. The U. S. Schooners *Enterprize*, Lieutenant Shaw, and *Experiment*, Lieutenant Stewart, were also distinguished by several hard fought and successful engagements. These vessels together with the *Connecticut*, *Ganges*, *Baltimore*, *Trumbull*, *Philadelphia*, *Augusta* and *John Adams*, captured a total of twenty-three vessels, besides making many recaptures.

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

Following is a brief description of the five preceding volumes:

The First Volume includes the period from February 1797, to October 1798. In addition to documents concerning the diplomatic and commercial prelude to hostilities, the volume contains much source material related to the establishment of the Navy Department and the procurement and mobilization of the Navy for prosecuting this war.

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

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

The Fourth Volume covers the period from August 1799 to December 1799. It carries forward the operations of the Navy and related events, together with accounts of the captures of several

French privateers, and many recaptures from the French of American and British vessels.

The Fifth Volume deals with events from January to May (inclusive) in the year 1800 when an active naval campaign was conducted, principally in the Caribbean region. Besides the notable engagement between the *Constellation* and *La Vengeance* there is covered the action between the *Boston* and nine armed barges as well as the capture of many French Privateers or their engagements with American armed merchant vessels.

The detailed preparation of this Sixth Volume is largely the work of Miss Loretta I. MacCrindle. Others who have also given valuable assistance are Mr. H. F. Lunenburg, Mrs. A. R. Lawrence, Miss C. M. MacDonnell and Mrs. C. R. Collins.

The publication of these documents was made possible by the Acts of Congress approved March 15, 1934, and April 27, 1937 quoted below:

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

"For continuing the printing of historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, in accordance with the provisions of the appropriation made for the commencement of this work as contained in the Naval Appropriation Act for the fiscal year 1935, \$20,000 together with the unexpended balance for this purpose for the fiscal year 1937: Provided, That nothing in such Act shall preclude the Public Printer from furnishing one hundred and fifty copies of each volume published to the Library of Congress."

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

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ABBREVIATIONS INDEX TO SOURCES

A	Area.
Acct	Accountant.
Acct Of	Office of the Accountant of the Navy Department.
Adv	Advertiser.
Am. State Papers	American State Papers, State Department.
Appts	Appointments.
Bk	Book.
CA	Consular Archives, State Department.
CL	Consular Letters, State Department.
Cl	Claims, or Class.
CM or CMR	Court Martial Records, Navy Department Archives.
Col. or Coll	Collection or Collector.
Ct. of Cl	Court of Claims.
Dip. Cor.	Diplomatic Correspondence, State Department.
Disp	Dispatches, State Department.
Div	Division.
Dom. L	Domestic Letters, State Department.
EPP	Edward Preble Papers, Library of Congress.
For. Aff	Foreign Affairs.
GAO	General Accounting Office.
HS	Historical Society.
HS of Mass	Massachusetts Historical Society, Boston, Mass.
HS of Pa	Historical Society of Pennsylvania, Philadelphia, Pa.
Inst. to Min	Instructions to United States Ministers, State Department.
Inst.	Institute, or Instructions.
Inv	Invalid.
Ja	Jamaica.
L	Letters.
L&AG	Library and Art Gallery.
LB	Letter Book.
LC	Library of Congress.
LR	Letters received, U. S. Marine Corps.
LS	Letters sent, U. S. Marine Corps.
Mass. HS or HS of Mass	Massachusetts Historical Society, Boston, Mass.
MC	Major Commandant, or Marine Corps.
MCA	United States Marine Corps Archives.
MR	Muster Roll.
Mss Div	Manuscripts Division, Library of Congress.
NA	United States Naval Academy, Annapolis, Md.
NDA	Navy Department Archives.
N. E.	New England.
Newport HS	Newport, R. I., Historical Society.
NHS	Naval History Section, New York Historical Society.
NO	Navy Department Archives Symbol.
Nom	Nominations.
NR&L	Naval Records & Library, Navy Department.
NYHS	New York Historical Society, New York, N. Y.
NYPL	New York Public Library, New York, N. Y.
OSW	Letters to Officers of Ships of War, Navy Department Archives.
RIHS	Rhode Island Historical Society, Providence, R. I.
Req. on US T	Requisitions on United States Treasury.
SC	Spanish Claims, or Spanish Convention of 1819.
SDA	State Department Archives.

Sec	Secretary.
SG	Navy Department Archives Symbol.
SL	State Library, Richmond, Va.
Spol	Spoliation.
SZ	Navy Department Archives Symbol.
TDA or TD	Treasury Department Archives.
USN	United States Navy.
USS	United States Ship.
VA or Va	Veterans' Administration, or Virginia.
XZ	Navy Department Archives Symbol.

NAVAL OPERATIONS
FROM JUNE 1800 TO NOVEMBER 1800
QUASI-WAR WITH FRANCE

NAVAL OPERATIONS

FROM JUNE 1800 TO NOVEMBER 1800

QUASI-WAR WITH FRANCE

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

[PHILADELPHIA]

Navy Department 1st June 1800

Lieut BENJAMIN HILLAR
of the *Pickering* —

SIR A new Crew must be entered for the *Pickering* as soon as she is ready to receive them —

She is allowed besides Officers and Marines — 20 able seamen, & 24 ordinary seamen & Boys, to be allowed 17 Dollars p^r M^o — ordinary seamen & boys from 5 to 14 D^{rs} according to merit & all to be entered to serve one year from the Brigs first weighing anchor on a cruise —

You will enter none but sound & healthy men — You may allow 2 months advance but take care previously to obtain responsible security to resort to, in the event of desertion

I enclose you the forms of a shipping paper, pay roll, Muster roll & Bond to be signed by the security for the Seamen, and the oath of allegiance, which you will require every man to take before you enter him —

Your recruiting officer will be allowed 2 Dollars for each Recruit duly entered in full of every expence —

You will make your requisitions on Mess^{rs} Higginsons for the necessary monies, & advance to your Recruiting Officers who must account to you — & prior to your departure, you will transmit your Accounts & Vouchers to Thomas Turner Esq^r Accountant of the Navy Department for settlement —

I have the honor to be

Yr obed Serv^t

B S

[NDA. OSW, Vol. 4, 1800-1801.]

Unofficial list, furnished by a Captain Buntin, of 38 American Vessels captured by Privateers out of Guadeloupe, from 12 March to 1 June, 1800

Newburyport, July 18. Capt. Buntin, who has returned from Guadeloupe, furnishes a list of 38 American vessels captured by Privateers out of that Island, from March 12 to June 1 — of which 28 were carried in. The list includes, ships *Commerce*, Jones, Portland; *Industry*, Boswell, Portsmouth; brigs *Lydia*, M'Cray, Wiscasset; *Hope*, Gold, Kennebunk; *Ranger*, Flagg, Portsmouth; schr's. *Juno*, Manson, Saco; *Neptune*, Bird, Boston; *Hannah*, Doax, do.; *Polly*,

Tarbox, Biddeford; *Sylvanus*, Baker, Duxbury; *Mercury*, Curtiss, Yarmouth; *Beisey*, and *Lucy*, Crown, Newburyport; *Friendship*, Gilbert, Gloucester; *Bee*, Cazneau, Newburyport; *Delight*, —; Boston; *Avery*, Bradford, Duxbury; *Sally*, Remmick, Newburyport; *Dolphin*, —, do. sloops, —, Freeman, Castine; *Increase*, Moulton, Newburyport; *Farmer*, Motely, Portland.

The usage that the Americans meet with is very bad, taken out of their vessels and marched to prison like so many sheep, with a guard of blacks to surround them. The Allowance they get is about 2 ounces of raw pork and 3-4 of a pound of bread, for 24 hours.

In the Cartel which capt. Burton came in, there were 21 American Masters, 60 Mates and Sailors.

[LC, "The Mass. Mercury", (Boston, Mass.), 22 July 1800.]

Extract from journal of sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 1 June 1800

Commences with moderate Breezes from the Westward & pleasant weather. Steerd the Ship in towards the Bay at Anger Point — hoisted out the Cutter & put M^r Williams midⁿ into her, who died this Day. At about 3 PM. bro't the Ship too near the flag staff and Village at Point Anger on Java which makes the Southern Point of the Straits of Sunda. Sent the Cutter on Shore with Officers in her to Bury M^r Williams which was done in a burying Ground in this place. Cutter return'd, made sail & steerd in the fair way towards Batavia At 8 pm. wind come ahead, & Current against us. Came to Anchor in 25 fathoms water hard Ground. P^t S^t Nicholas bore WSW. 2 leagues, the point which makes the western entrance of Bantam bay bore SE B S. 3 leagues — the Isle of Pulo Babee bore E B N. 3 leagues Pulo Tondong bore SE $\frac{1}{2}$ E 5 miles.

Light winds from the E^t — here we have a Strong Current setting to Westward ever since we Anchor'd last Evening. At 7 am hoisted out the Cutter. Carried the same to catch fish. Saw some turtle Swimming by Us — Whipp'd Bartholomew Hogan for fighting and abusing men. Ten sick men on board

Latitude obs^d 5°.50' S

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 1 June 1800

First part of these 24 hours Moderate and Cloudy. At 1 P M Set top Gal Sails At 2 strong breezes took in Top Gal Sails the *Adams* in C^o At 3 P M Saw a large Sail under the Lee made Sail for her At $\frac{1}{2}$ past 3 made Signals which were Answer'd the same Ship of War we Saw before from S^t Kitts with Troops

At $\frac{1}{2}$ past 5 took in the Spanker At 6 P M the East of Martinico bore E S E and the West end N E by E ab^t 4 Le'g's Employ'd Settling up the fore rigging At 7 P M Tack'd Ship to the North'd At 8 Squally working to Wind'd, At 9 Set the Main Sail —

Midnight Tack'd Ship to the South'd under Dominico At 4 A M Tack'd Ship to the North'd under Martinico At 6 Tack'd Ship —

At 10 A M all hands to Pray'rs and Muster for Cleanness —
 Meridian Tack'd Ship to the S E Moderate the *Adams* 4 Leag's
 under our Lee the Ship in the Middle of the Passage
 [NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 1 June 1800

the first part Fresh Breezes and Cloudy
 took in and made sail Occasionally
 at 6 P M Squally under Double Reefed T Sails
 at 11 P M saw a sail to the N W Cald all Hands to Quarters
 got Ready for Action shewing A signal no Answer Come on Dark
 Lost sight of her

Middle part Moderate Breezes & Cloudy
 Made sail as Wind and Weather would permit
 at 10 A M saw three sail to the South^w & West^w
 at 11 spoke his Majestys Ship *Ampetrite* on A Cruise
 Latter part Fresh Breezes and flying Clouds
 A strong Northerly Current

Latitude Observed. 24° 16' N

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

To Thomas Willing, President of Bank of United States, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2nd June 1800

THOMAS WILLING Esq

President of the Bank of the U States —

SIR The pilot Boat dispatched to Norfolk has returned, after having delivered my orders to Capt Barron, the Commander of the Frigate *Chesapeake* to proceed to Charleston on the business of the Bank. —

From Capt Barrons letter to me of the 29 May, I judge the Frigate left the Chesapeake bay yesterday. — She will sail as far South as the river S^t Marys, from whence she will return to Charleston, and after receiving the Specie from the Branch Bank there, will proceed to New Castle where the Captain will deliver it to your order — the Frigate draws too much water to venture further, up the river but the Captain will be instructed to give any aid that may be required of his Boats & Crew, to see the money safe to Philad^a — I take the liberty to request that arrangements may be made imm^y on the arrival of the Frigate at New Castle to relieve her from the charge of the money nothing else will detain her —

I have the honor &c

P S — The *Chesapeake* mounts 40 Guns & is commanded by Capt [Samuel] Barron, a carefull, attentive good officer

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

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

[PHILADELPHIA]

Navy Department 2^d June 1800

Lieut BENJAMIN HILLAR

Of the *Pickering* —

SIR There is reason to beleive that French Privateers will be sent from Guadeloupe on our Coast —

You will therefore use every exertion to hasten the preparation of the *Pickering* for sea; and imm^{dy} upon her being ready you will put to sea, & cruise on our Coast as far south as Saint Marys. — In six weeks after you leave Boston, you will return to New Castle on Delaware, where you will wait for further orders. I will not point out any particular cruising ground — operate where you think it will be most likely to meet an Enemy — within 30 leagues of the Coast — but it will be proper that upon leaving Boston, you steer Southward as far as St Marys — Shew yourself at Charleston just to let it be known that you are on the Coast

From a letter from you this day, I hope you will be ready for sea by the time you receive this. — Below you have a list of Officers at Boston — if you want Officers call on any of these to join you instantly — letting me know who you call on — & who enter on board

I have the honor &c^o

Lieut JOS BEALE — Boston

FITCH TARBETT

THOMAS HUNT & ROBT T SPENCE } Midsh^{ps} —

[NDA. OSW, Vol. 4, 1800–1801.]

[2 June 1800]

Letter from Captain Trueman of the American Brig *Sally* concerning the capture of a French privateer by the American armed Schooner *Experiment*, Captain Snow, of Salem, commanding

“NEWHAVEN, June 17.

“MR. B. RUSSELL,

“Sir,

“Be pleased to insert in the Centinel, for the benefit of the owners at Salem, that on the 29th May, I sailed from Port Anthony, in company with the armed schr. *Experiment*, capt. Snow, of Salem, for Boston; a Mr. Mitchell supercargo. On the 2d of June at 7 A. M. fell in with a French privateer of 6 guns, which run along side of the *Experiment*, and gave her a broad side, which was soon returned by capt. Snow. I made all sail I could to the N. and to my great surprise found the privateer had struck to the *Experiment*, which took her in tow, for Cape Nichola Mole, where I saw them going in; when I made the best of my way to the North. — The *Experiment* mounts 14 guns, and is a very fast sailer, was fitted out at Baltimore. — Mr. Redman is a passenger in the *Experiment*. Yours, &c.

“Capt. TRUEMAN, of the brig *Sally*.”

[LC, “Claypoole’s American Daily Advertiser”, (Phila.), 30 June 1800.]

[2 June 1800]

Statement by Captain Ebenezer Cheney in the American schooner *Lively* of Boston captured by the French privateer *Courageux*, Victor Bousson commanding

"I was bound from Trinidad to Boston, in the schr. *Lively* of Boston, with a cargo of sugar, molasses, and cocoa; off the Island of Saba fell in with the U. States ship *Merrimack*, who politely offered us his protection to St. Thomas, being in company with the schr. *Vandyck*, we followed him there, and joined a convoy that was coming out of the harbour protected by the U. S. brig *Scammel*, who kept with the fleet to lat. 26. On the 2d June in lat. 37, long. 67, was captured by a French privateer from Guadaloupe, called the *Courageux*, Victor Bousson, master, carrying 12 guns and about 150 men; she had three American prizes with her, viz. schr. *Betsey*, of Portland, bound to Jamaica, snow *Mary* of Newport, bound to Havannah, and sloop *Three Sisters*, bound to Wescasset, the privateer put 29 prisoners on board the sloop and let her go, as she had no cargo in: she then boarded me, and the next morning she took the sloop *Petersburg Packet* of Charleston, capt. Jackson, bound to St. Kitt's. This privateer had so good information of the Americans, that without the least hesitation he asked me how long since I left the fleet, and whether the *Scammel* was going to America with them. He knew the time the fleet sailed and the name of the convoy. On the 9th of June in lat. 28, long. 61, he took out the cargo of the snow *Mary*, and put it on board the privateer and schr. *Lively*; then ordered me and the other prisoners, excepting three which he detained to steer the prizes, to take possession of the hull of the *Mary* and go home in her, giving us plenty of provisions: they then hurried us out of the vessels into the boat, not giving us time to take our things with us, so that we lost our quadrants, watches, glasses, and the rest of our cloathing and bedding. In lat. 36, spoke the brig *Rebecca*, 7 days from Newburyport bound to Martinique,

EBEN'R CHENEY."

[LC, "Connecticut Courant", (Hartford, Conn.), 7 July 1800.]

To Aaron Putnam, Charlestown, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 2nd 1800

AARON PUTNAM ESQRE

Charleston Massachusetts

SIR It is desirable for the purpose of establishing a Navy Yard for building Ships of War at or in the vicinity of Boston to purchase on account of the United States from 10 to 50 Acres of Land if to be obtained on reasonable terms — I have the honor to request that you will be pleased to ascertain from the proprietors of the Grounds at Charlestown comprehended in the enclosed Account whether the whole may be purchased, & at what prices. —

If part can be had at a fair value, & the proprietors of the residue refuse to sell, or demand too high prices, it will be proper to apply to the Legislature of Massachussets for their interference to place the property in the power of the United States, on paying a fair value to

the owners — You will be pleased to keep in view that you are in no instance to bind the Public to take the property contemplated, or any part of it But the Individual must be bound in all cases to accept the terms on which he proposes to sell for 3 months from the date of such proposal, but an answer shall be given in less than One month, from the time the property may be placed in the power of the Public — Altho I have mentioned 50 Acres, I have not much expectation that the property will be valued low enough to admit of the purchase of $\frac{1}{2}$ of that quantity More than a certain sum cannot be expended on the purchase of Ground at Charlestown however desirable the property for the purposes of a building Yard

I have the honor to be with Great Respect Sir
Yr obed Servt

Grounds contemplated to be purchased on A/C of the United States for a Navy Yard at Charlestown — Massachussets

	Acres	Qr	P. [poles]
Lot of J Harris — estimated at	6	0	35
Ditto	3	—	—
J Putnam part of 3 Lotts part of a Rope Walk Gorhans & part of C Swanns }	3	—	—
E Breeds	9	2	4
D Sterns	3	0	3
E Breeds	2	0	8
K Henleys	3	1	39
Boilstone	1	2	20
Calders	2	2	0
E Breeds	3	0	36
A Putnams	4	0	26
E Breeds	8	0	12
Acres	47	2	25

[NDA. GLB, Vol. 3, 1799–1800.]

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

Moderate breezes and clear Weather at 2 saw Cape Samana bearing S by W. 9 or 10 leagues stood in for samana till 5 at which time we tackd to the Northward Cape Samana bearing South

Continued Working to Windward all night under an Easy sail Tackd as nessasary

At Daylight saw Cape Samana S SW 4 or 5 leagues AM at 8 Fresh breezes and cloudy the East part of samana SW $\frac{1}{2}$ S, 3 or 4 leagues, tackd to the Northw^d Employd cleaning ship and preparing a Number of Marines and seamen to land at pettit aunce a small bay 15 miles to leward of samana, At 12 fresh breezes Cape Samana SW by S wind E SE *Amphitheatre* in company

Latitude Observed 19° 47' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 2 June 1800

Commences with moderate Breezes & variable winds. At 1 Pm hove Short. Set Topsails & T. G sails. hove up Anchor Stood to the Northw^d At 2 pm tack'd & stood to the Eastward — Wind headed. Open'd Bantam Bay — At 3 pm tack'd Ship to the Northward. Saw a Ship to windward coming down to us under all Sail. & a Brig also. At same time saw 4 sail at Sea to the Northward At 5, tack'd Ship & stood athwart their bows Call'd all hands to Quarters & clear'd Ship for Action — Up Courses & In small Sails Spake the Ship & found her to be the *Orpheus* frigate with a Brig in tow. Who informd us that the Vessells we Saw at Sea were the *Arrogant* 74 & prizes she had taken these English Ships are the same [as] mentiond before. Commanded by Captⁿ Osborn & Capt Hill one of the Prizes was a 50 Gun Ship & 3 other Vessells all belonging to Batavia

At 9 pm, tack'd Ship & stood in Shore and Came to Anchor at 11 pm in 30 fathoms water, Soft Ground, P^t Nicholas bore SSW. 2 miles. the Easternmost land bore E. 2 miles. Ship 1 mile off Shore — At 8 Am hoisted out the Cutter & lowerd down the Jolly boat. Both of these boats went on Shore with Officers to Catch fish in a Small bay within Shore of the Ship People employ'd at sundries of ships duty We here find a Strong Set of the Current 18 hours Westward to 6 hours Eastward the Eastern Current sets weak & the Western Current some part of the time sets at the Rate of 5 knots p^r hour — Button Island bears W B S. 5 miles. At Meridian Saw a Sail in the Straits Steering towards Us.

Seven sick men on Board.

Latitude. obs^d 5°. 53' S

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 2 June 1800

The first part of these 24 hours Moderate and pleas^t Weather At $\frac{1}{2}$ past 2 P M Tack'd Ship to the North'd the North end of Dominico bore N by W $\frac{1}{2}$ W [dist] 7 Leag's and the end of Martinico bore E S E about 5 Leag's —

At 4 P M Saw a Sail a head Set top Gal Sails Spanker Royals & top Gal Stay Sails

At $\frac{1}{2}$ past 5 Tack'd Ship to the South'd At 6 the N E end of Dominico bore N by W took in the Stay Sails the *Adams* inform'd us the Sail was the *John Adams* At 10 Tack'd Ship to the North'd

Midnight pleas^t Shook the first reef out of Top Sails

At 3 A M Tack'd Ship to the S^d At 6 the North end of Martinico bore S E $\frac{1}{2}$ S Set top Gal Sails Saw a Sail to Windw'd suppos'd to be the *Adams* At 7 Tack'd Ship to the N^d finding a Lee Current At 8 the East end of Dominico N N W $\frac{1}{2}$ W the South end S W dist about 6 Leag's the North end of Martinico S W the East end E S E $\frac{1}{2}$ E gaining on the *Adams* under the same Sail —

Meridian pleas^t Set the Royals the Body of Dominico bore West

Latt Obs^d 15.19 N.

[NDA, original.]

[3 JUNE 1800]

Extract from letter to Secretary of the Navy from Lieutenant Archibald McElroy,
U. S. Navy

[U. S. Brig *Augusta*] AUX-CAYES,
4th June, 1800.

"I yesterday fell in with and captured off Jacmel, two French schooners, one called *La Victoire*, the other *La Jeanne* of St. Domingo, bound from Jacmel to the town of St. Domingo, both of which I conceive it my duty to send home for trial. The papers of each vessel are sealed up separately, & delivered to the respective prize-masters, viz. those of the *Jeanne* to Mr. David Deacon, and those of the *Victoire* to Mr. John Young."

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 5 July 1800.]

To Captain Joseph Elliott, U. S. Army, from Secretary of the Navy

[PHILADELPHIA]
Navy Department June 3^d 1800

Captain ELLIOT
of the Engineers —

SIR It is desireable to establish a Navy Yard for building Ships of War on the Delaware, below Fort Mifflin. But unless fortifications can be erected at Reedy point or the pea patch sufficient to prevent the passing of fleets or single Ships the idea must be abandoned — I shall be much obliged if you will go immediately down, & examine those situations thoroughly to know if fortifications can be erected thereon, or in their neighbourhood, so as to have the desired effect, and report to me your opinion thereon, together with the depth of water, the distance between the point, & the Peapatch — the situation of the Ships Channel between them, & whether Ships of War can pass through the Eastern Channel

Any expence you may occur [sic] in this business will be reimbursed —
I am Sir

Yr obed Servt

B S

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from a letter from an American at St. Christopher (St. Kitts), to his friend in Philadelphia, Pa., concerning the arrival at that port, of certain United States Vessels

JUNE 3d, 1800.

"I embrace the opportunity of the *Florida*, to drop you a few lines; and begin with the pleasing intelligence of the arrival of the frigate *Philadelphia*, Captain Decatur, and the *Petapasco* sloop, with a brig with stores. From your report, we expected to see in the *Philadelphia*, a fine ship of war; and our expectations have been realized. Her commander is much respected here, as are all our commanders and officers. On the 21st we had the pleasure of receiving the commodore accompanied with the *Adams*; and, on the 23d they sailed on a cruise.

The former recaptured a schooner, called the *Betsey*, with Dry Goods, wines, &c. from Philadelphia. The *Connecticut* has taken two privateers and one recapture. The *Adams* has also made some prizes, but it would be tedious to particularize; however, you may rest assured they are as vigilant as ever. This week we have already received three prizes."

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

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

[PHILADELPHIA]
Navy Department 3rd June 1800

Captain JAMES SEVER
of the *Congress*

SIR Captain Truxtun wrote me the *Congress* might be ready the 15 June in his last letter he mentions the 20th — Lieu^t Watson in a letter this day received informs me she will not he thinks be ready sooner than two months — I hope his opinion is not correct — & that you will be ready, & can proceed in pursuance of Instructions already sent before I can write to you from Washington where I expect to be the 15th June — & where I should be glad to meet a letter from you stating the precise situation of the ship, & the time she can sail

I have the honor &c

B S

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 3 June 1800

Moderate breezes and cloudy, Employd working to windward to the E^d of samana, at 4 fresh breezes and Squally Took in Top G^t Sails and handed Mainsail

At 6 Moderate breezes and clear weather Samana SW by W 6 or 7 leagues

Continued beating to windward all night under an Easy sail In order to be to windward of samana In the Morning winds V^{ble} from E NE to E SE Saw cape Samana W SW 8 or 9 leagues, at Daylight shortnd sail and bro^t too Main topsail to the mast with the *Amphitheatre* in company

At 5 hoisted out barge cutter and pinnance and Mannd them with Marines and seamen and orderd them to Join the *Amphitheatre* to land to leward of samana at 8 the *Amphitheatre* and boats parted C^o with 95 men. Supplyd the *Amphitheatre* with some provisions, At 9 wore Ship and filld to the Northward

Employd stowing the booms and clearing ship

At 12 Moderate breezes and clear weather Cape samana in sight

[NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 3 June 1800*

Moderate Breezes and cloudy, Employd working to windward to the Eastward of Cape Samana

At 4 P M fresh breezes and squally In Top Gallant sails and handed the Mainsail,

@ $\frac{1}{2}$ Past 6 moderate and clear weather, Cape Samana bore S W by W, 6 or 7 leagues. During the night we carryd a moderate sail and Tack'd as nessasary to keep to windward of Cape Samana the wind veering from E N E to E S E At day light Cape Samana W S W eight or nine leagues Shortnd sail and brought too with the main top sail to the mast with the *Amphitheatre* in company on board of her we sent a quantity of provisions such as Bread Beef & Pork and some water,

At 5 A M out Barge, Cutter, and Pinnace which parted from the *Constitution* at 8 A M, with 74 men, each of them armd with a Muskett Pistol and Cutlass. The Detachment is under a Sea Lieutenant and Lieutenant of Marines who are order'd to the Island of Samana on a Secret Expedition, the *Amphitheatre* took the Boats in tow and bore up to the westward @ 9 filld to the northward, Employd stowing the Booms sailmakers repairing a fore Topsail, At 12 Moderate Breezes from from [sic] the eastward, Cape francois S W by W, 8 or 9 leagues

No Obsⁿ

[*Original indicates in error, the year to be 1801. "[1800]" being written in pencil.]

[NYHS, NHS.]

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

Left the Capes of Delaware 6 Sail under Convoy with many other vessels.—

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 3 June 1800

The first part of these 24 hours Moderate & pleas^d all Sail Set upon a Wind At 2 P M took in Royals and Royal Stay Sails Squally

At 4 P M the East End of Mary galant bore N W $\frac{1}{2}$ N and the East end of Dominico W $\frac{1}{2}$ S At 5 took in top Gal Sails Waiting for the *Adams* at 6 the North End of Mary-galant bore N W by W and the South end of Petit Terra N $\frac{1}{2}$ W 4 Leag's At $\frac{1}{2}$ past 6 Tack'd Ship to the South'd —

Midnight Tack'd Ship to the North'd Moderate Breezes and Cloudy —

At 5 A M Saw a Large Sail to Windw'd At 6 the North end of Dominco bore W by S Dist 10 Leag's made Signals to the Ship which was Answer'd by her She prov'd to be the U S Ship of War *Baltimore* Captⁿ Cooper [Cowper] At 8 Captⁿ Cooper came on Board the Commodore, made Sail —

Meridian pleast breezes the Body of Dominico bore S W $\frac{1}{2}$ W
 11 Leag's Set top Gal Sails
 Latt Obs^d 15.48 N

[NDA, original.]

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

the first part Calm and steady Rain
 Squally and Rain
 at 7 P M the Flaile bore South 3 Leagues
 at 10 P M saw a schooner brot her to with a shot Spoke her from
 Salem 39 Days out Capt Elias Grant bound to Havana
 Middle part Dark Rainy Weather
 at 6 A M the Moro Castle bore S W b W 2 Leagues Distance
 Made sail and took it in Occasionally
 at 10 A M hove to off the Havana
 the Consul Sent a Boat on board from Havana
 Latter part Moderate and Cloudy
 [HS of Old Newbury, Mass. NDA photostat.]

To Captain John Barry, U. S. Navy, from Captain James Barron, U. S. Navy

NORFOLK June 4th 1800

DEAR SIR The Signals are now in a State of forwarding and will by the Return of post be nearly compleet. I will therefor thank you to point out the mode of payment I suppose an order will be given on M^r Pennock but shall waite for your directions for my government. I have ordered one hundred & fifty copies to be struck which will furnish each Vessel with three and Leave a few in Reserve Thay will be very compleet I have a new Proof of thare Superiority to the System now practised in the British Navy

Don Martial Past this a few days ago and mentioned that the Captain of the *Connecticut* intended Leaving her when he Returned to the Continent Should this be the case and thare be no application Made that will have a Preferance to mine I will thank you for your influence as her uncommon fast Sailing makes the command an object of some attention and is a Quality that will make her Preferable to a Larger Ship that does not sail as well

I am now tired of an Idle Life and wish for employment. Please present my Respectfull compliments to M^{rs} Barry and Let me hope to hear from you by the Return of Post

I am Dear Sir

yours with Esteem

JAMES BARRON

[Haverford College, Haverford, Pa. NDA photostat.]

To Purser Thomas Johnson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4th June 1800M^r THO^s JOHNSONPurser of the *New York*

SIR I have received your letter of the 2nd Inst — The following is a list of the Officers attached to the *New York* with the date from which you are to pay them set opposite their names —

Theodore Hunt	23 ^d April 1800	Midshipmen
W ^m Lewis	22 May 1800	
James Lawrence		
Joseph Murdock	3 May d ^o	
George Williamson	30 April d ^o	
Matthew French	15 May d ^o	
Sam ^l Child	4 June d ^o	
Moses H Grenel [?]	14 May d ^o	
Jonathan Thorn	1 May d ^o	
Jonathan T Woolsey	24 May d ^o	
Edward Attwood	17 May d ^o	
James Ferguson	26 May d ^o	
Thomas Swartwout	28 May d ^o	
Richard Carson	4 June d ^o	
John Pemberton	13 May d ^o	
Thomas O Anderson	4 June d ^o	
Edward Trenchard	4 June d ^o	
W ^m B. Barker	9 April d ^o	
Thomas T [or F] Pennington	28 May d ^o	
Persifer Taylor (carpenter)	24 April 1800	
Andrew Corwan Gunner	24 May d ^o	
James F Goelet Sailing Master	16 April 1800	
Lieut K Van Ranscellers — M ^r Van Rensallers A/C will be made out & forwarded you in the course of the present month		
Lieut Henry Kenyon	16 th May 1800	
Lieu ^t Edward Weyer	10 March 1800	

You will make your requisitions for money upon the mess^{rs} Wattsons as you are called on by the Officers, not exceeding in amount the sums respectively due them

I am Sir

Yr obed servt

[NDA. OSW, Vol. 4, 1800–1801.]

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

NEWPORT June 4 1800 —

Cap^t Donaldson in the Ship *Hope* just arrived here from Canton, informs us that he sailed some days under convoy of the British Ship of War *Camel* John Lee Esq. commander, who informd him that the United States frigate *Essex* Cap^t Preble had arrived at the Cape of Good Hope & sailed from thence for the Straits of Sunda about 2½ months ago — The commander of the *Camel* informed Cap^t D. that the *Essex* sailed remarkably fast —

Presuming that the information will be acceptable, we take the earliest opportunity to communicate it —

HON. BENJAMIN STODDERT Esq —

[Newport HS. Gibbs & Channing LB.]

To the Sabandaac, Batavia, from Captain Edward Preble, U. S. Navy

U. S. Frigate *Essex*,
at anchor off BANTAM BAY,
June 4, 1800.

DEAR SIR: — Mr. Lee, Lieutenant of this Frigate, will deliver you this letter, he will communicate to you my wishes respecting the provisions and stores at Batavia belonging to the United States. I wish you to render him every assistance he may want, which will confer on me a very great obligation. I am detained here by a contrary wind and current, but am in hopes to reach Batavia with the Frigate in a day or two.

I am, with much respect and esteem, Dear Sir,

Your obedient, humble servant,

EDWARD PREBLE.

To the SABANDAAC, BATAVIA.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

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

NAVY DEPARTMENT
Philad^a 4th June 1800

JACOB SHEAFFE Esq
Portsmouth N Hampshire

SIR The Navy Office will close at this place on Saturday the 7th Inst and be opened at the City of Washington on Monday the 16th Inst, to which place you will be pleased to address your future communications

I have the honor to be

Yr obed Servt

B S

P S — A remittance of 10,000 D^r is now ordered

A Copy of the above letter forwarded to

Mess^{rs} Howland & Allyn — New London

Higginson & Co — Boston

Gibbs & Channing New Port R I

Arch^d Campbell — Balt^o

Amaziah Jocelin Esq North Carolina

W^m Pennock — Norfolk

W^m Crafts — Charleston

Sam^l Humphreys — St Marys Georgia

Ebenezer Jackson Savanah Georgia

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

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]
Navy Dep^t 4th June 1800

EBENEZER JACKSON Esqre
Savannah Georgia

SIR I am honored with your letter of the 11 May — Being much engaged in preparations for the removal to Washington, where my Office will be the 16th June, I can only say that your disposition of the Gally to attend M^r Humphrey, was very proper — & that they should always be used for the Public service when opportunities offer, tho not exactly conformable to the Instructions of Gen^l Pinckney

It is of no consequence where the Live Oak Timber is got — all that will be required will be that it shall be received by the Public in Georgia —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

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

[4 June 1800]

Account of Captain Hurst of the American Private Armed Brig *William*, of her encounter with a French Privateer of Guadeloupe

On the night of the 4th inst. being under the lee of Guadaloupe, a French privateer run under my bow and hove too for some time, not thinking I was armed, and expecting, I suppose, we were not in readiness, we got very near him before we offered to fire; and as soon as I thought we had good aim fired directly into him, but a very heavy rain squall coming on, he got off, and I thought it not worth while to follow him any further, but joined my squadron again which was lying too for me.

[LC, "The Mass. Mercury", (Boston, Mass.), 4 July 1800.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from Second Lieutenant Edward Hall, U. S. Marine Corps

U. STATES Ship *Adams*
New York June 4th 1800

L^t Col W. W. BURROWS

SIR I herewith send you a Size Roll and Clothing Return of my Detach^t In the former you will find the dates on which their pay commences. The greatest part of them have never received any pay from Government except their 2\$ Advance —

The Purser has supplied them with Slops &c to the amount of \$325 — 25½ — for the payment of which I am accountable. As my men are in want of every article of Cloathing I beg leave to suggest the necessity of paying them as soon as possible up to any time you may think proper. I shall want Money on my own Acct. up to the 1st of June if convenient Serj^t Hill has acted, and rated on the Ships

Books as Master at Arms. I hope no objection will be made to his receiving the Extra pay attached to that Office.

We arrived here yesterday after thumping our Bottom on the Shoals of Cape Hatteras at 10 OClock at night the wind being light, and the sea smothe we got off without damage.

I am with esteem
your ob^t Ser^t

EDW^d HALL
L^t Marines

[MCA. LR, 1800.]

To Accountant of the Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 4 June 1800

THOMAS TURNER ESQ
Accountant of the Navy

SIR By the Act of Congress "To amend & repeal in part the Act to ascertain & fix the Military Establishment passed 3^d March 1797, Commanders of Posts are entitled to double rations — The Marine Corps being part of the Military Establishment, the Comm^t of that Corps must I presume be considered as entitled to the same emoluments as the Comm^t of a separte post — There is indeed a reason for this allowance in the case of the Commander of the Marine Corps which will not apply with equal force to the generality of Commanders of posts, for he is under the necessity of residing at the seat of Government where the expence of living will be higher than in other places — On the subject of House rent. — The Officers of the Army on duty in Garrison, are provided at the public expence with Barracks — If there are no Barracks, the Quarter Master Masters [sic] provide houses for them — Regulations are made as to the quantity of room to be allowed each Officer in such circumstances — The Commander of the Marine Corps should be considered in future entitled to as much room as is allowed to a Lieut Col. Commandant of the Army — But as this Officer has had reason to expect that a House would be furnished by the Public for him, I think it will be but just to settle his account for House rent to the present time or to the time of his removal to the Seat of Government from Philad^a provided there is no extravagance in the Charge. —

With respect to other Charges in the A/C of Col Burrows, you should I think be governed by the regulations established at the War office in similar cases, considering Col Burrows entitled to the emoluments allowed to a L^t Col Comm^t of a post — but as it is difficult to ascertain what allowance of wood is made to a L^t Col Comm^t of a post there have been no regulations for the Marine Corps on this subject — and as the Situation of Col Burrows exposes him to greater expences in the article of wood as well as in most other articles, than an Officer of equal rank in the Army is subjected to, I beleive it will be right to allow him from his appointment to the Command of the Marine to the removal from Philad^a at the rate of 20 Cords p^r Annum — At Washington I will endeavor to regulate this matter as well as every other relative to the Marine Corps, in a way to avoid the

uncertainty which has heretofore prevailed & to do justice to the Public & the Individual

I have the honor &c

B S

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from log of H. M. S. *Calypso*, Commander Joseph Baker, Royal Navy, Wednesday, 4 June 1800

Light Airs & Sultry W^t with much Swell —

At 1 Wore Ship — & stood toward a Strange Sail to the West^d —

At 4 D^o W^t Bro^t to & examined a Ship which proved to be from Kingston bound to Port au Prince — at 6 Mod^t Breezes & Cloudy, Extremes to the East^d E^t Cape Tiburon, SSE¹/₂E 8 or 9 lgs — hoisted out the two Cutters, & sent them to Cruize in Shore —

At 10 Came to the Wind on the Starboard K. —

At 12 Calm & Cloudy W^t

At 4 Light Airs & Cloudy —

At 5 Cape Donna Maria, S b W. 4 or 5 Lgs out Reefs & Made all sail in Chace of two strange sail in the SSW. — at 7 observed one of the strange Sails (a schooner) fire several Guns. — At 8 our Boats returned, having been fired at by the above Schooner, belonging to the United States of America — the other strange saile proved also a Frigate of the same Nation —

At Noon Light Winds & Clear W^t Cape Donna Maria S b E 2 Lgs. Carpenters, emp^d making a new Mizen T. Gal^t M^t

Lat^d Obs^d 18°. 44' N.

[Latitude at noon 3 June, 1800 — 18°. 38' N.]

[NDA, original.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 4 June, 1800*

Moderate Breezes and cloudy, Employd working to the Eastward of Cape Samana under an Easy Sail wind at East

At 7 In the evening moderate breezes and clear weather Cape Cabron or the NE part of the Island bore SW by W ¹/₂ W 7 or 8 leagues

During the night we work'd to windward with a moderate breeze under double reefd Topsails At Day light bore up and ran down for Cape Cabron which bore WSW, 5 or 6 leagues.

A M @ 3 we came by the Cape and hauld in with the land in order to find the *Amphitheatre* and Boats which left us yesterday.

@ 10 we saw the *Amphitheatre* and Boats stand^t off and on in Bay Citron near the West part of Samana Island Employd setting up the fore rigging @ 12 Moderate breezes and clear weather *Amphitheatre* in company Lieutenant Porter waited on Captain Talbot and Inform'd him that Lieutenant Hamilton had landed with the Detachment and the surf was so Great in landing he had wett and Totally destroy'd the amunition and that no further attempt was prudent without a fresh Supply —

Latitude Observed 19 . 25 North

[*Original indicates, in error, the year to be 1801, "[1800]" being written in pencil.]

[NYHS, NHS.]

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

Moderate breezes and cloudy weather, Emplýd working to windward to the eastward of Cape Samana

At 7 In the evening Moderate and clear Cape Samana In sight Cape Cabron SW by W $\frac{1}{2}$ W. 7 or 8 leagues continued working to windward all night under an easy sail. At Daylight bore up and ran down towards Cape Cabron under an Easy sail about 5 miles from the land to Join the Tender and boats. A M at 8 abreast of Cape Cabron. at 10 saw the *Amphitheatre* and boats in a bay to leward of Cape Cabron Standing off and on a small settlement where they were orderd

At 12 Moderate breezes and clear weather, lying too off Bay [word illegible] *Amphitheatre* in company Lieu^t Porter waitied on Captain Talbot and Inform'd him that our boats had landed but were so unfortunate as to have the surf break in upon them and wett all their Arms and Ammunition which prevented any thing farther being done without a fresh supply

Latitude Observed 19°25' North

[NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 4 June 1800

At $\frac{1}{2}$ 2 P. M. took Departure from Cape Henlopen bearing W $\frac{1}{2}$ S. Distance 4 or 5 leagues. —

All the Convoy in sight. —

Lat. 38.29 N.

[NA.]

To Captain Thomas Baker, U. S. Navy, commanding U. S. Ship *Delaware* from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 5th June 1800

SIR In consequence of our conversations several days past, but more particularly this Morning & the want of decision on your part, respecting the future destination of the United States Ship *Delaware* under your Command, I conceive it incumbent on me in my Capicity as Consul for the United States to address you in writing, to the end that blame may not attach to me for the Heavy expences incurred, & the *Delawares* laying longer inactive; & at the same time will offer you my opinion & advice, wth you will at any time have in power to produce in vindication sh^d you be govern'd thereby —

In our conversation this Morning you observ'd to me that the blame if any wou'd rest on your Shoulders, by this Letter you will be convinced that I am ready to bear it with you but Sir, it appears to me, that *blame* can only follow the *noncompliance* & not the compliance with my advice, & in order to render it unequivocal, I will here state, what that advice was, & the reasons on w^{ch} it is founded.

First then I am inform'd that the time for w^{ch} your Crew are inlisted will expire in the next Month, & I do not think you have a right without *sufficient cause* to detain them by force. —

Secondly, the *Delaware*, agreeable to a Certificate I am in possession of, is exceedingly out of order & not in a situation to Cruise with¹ a considerable outfit, such an outfit as cannot be had here for less than 8 to 10,000 Dollars. —

Thirdly there are 3 Ships & 3 Brigs, with a very *valuable* property on board, who wish for Convoy to America, & who will be ready in a few days & lastly your own ill state & infirmities. These *have been* & are my reasons for advising you to take the *Delaware* to Philadelphia, & the Vessels wth I have mentioned under your Convoy, & which I *now repeat* & advise that measures may be *immediately taken*.

Having frequently heard you speak in commendation of your Officers, it is presumed that the Ship can be conducted home, & care taken of the Convoy by your advice, tho' you are not so completely recover'd in your health as to enable you to give personal assistance — You can issue your orders from your Cabbⁿ, as well as from your Quarter Deck. —

Respecting the Letter you have received from Comodore Decatur, it certainly was wri^d on the presumption that your Ship & yourself were in a State & Condition to Cruise, but as neither is the case, & as it is improbable that you can reach the Station pointed out by the 18th Ins^t it is my opinion that the existing circumstances ought to govern & that you will not only be excused but applauded, for taking the *Delaware* & the Convoy home.

I wait with Impatience a reply to this Letter, in order that I may give the necessary Notice to the trade wait^r for your protection

I am most respectf^l Sir

THO^s BAKER Esq^r

C. U. S. S. W.

Delaware

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

To Midshipman Joseph Tarbell, U. S. Navy, Prize Master of armed ship *Sandwich*,
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5th June 1800

M^r JOSEPH TARBELL

Prize Master of the

Sandwich [*] — N York

SIR If there is no prize Agent appointed at New York for the *Constitution* you had better put that business into the hands of J & E Watson, who are Navy Agents

The prisoners, a list of which I received this morning must be delivered to Aquila Giles Esqre Marshall of the District of New York — You will take his receipt for them, & enclose it to me —

I have the honor to be &^c

B S

[*Cut out by U. S. Frigate *Constitution*, 11 May 1800.]

[NDA. OSW Vol. 4, 1800–1801.]

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

[PHILADELPHIA]

Navy Department 5th June 1800

Captain THOMAS TINGEY
City of Washington —

SIR Mary Bret, Mother of Jn^r Bret, Marine on board the *Ganges* has applied to me several times about prize money for the *Ganges* — She lives in Market Street opposite the Quakers meeting, near the Widow Hodges. She is a poor Woman, much in want of the money, & has a power of Attorney from her son to receive it — Pray attend to her when you come to Philad^a or desire some person to do it —

I have the honor &c

B S

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from log of H. M. S. *Calypso*, by Commander Joseph Baker, Royal Navy, Thursday, 5 June 1800

Light Winds & Clear W^r —
at 4 D^o W^r —

At 6 Light airs inclining to Calm, Cape Donna Maria S b E 3 or 4 lgs Extremes to the East^d E b S. — at 7 sent the two Cutters, Mann'd & armed to Cruize in shore — at 10 Squally W^r with much Thunder & Lightening, Shorten'd Sail —

At 12 Calm & Cloudy W^r

At 4 Light Var^{bl} Airs, Extremes of the Land from S b E to East —

At Daylight saw three strange Sail in the S S W. Made all Sail in Chace of them, the Boats in sight under the Land — at 8 ans^d the Private Sign^l for the day to one of the strange sails an American Brig of War — at 10 spoke the *August*, United States Brig — with two Schooners, her Prizes — at 11 Calm, Call'd the Boats on board p^r Sign^l —

At Noon Light Winds Cape Donna Ma^r N E ½ E 6 or 7 Miles —

Lat^d Obs^d 18° .30' N.

[See Latitude for Noon 4 June, 1800.]

[NDA, original.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 5 June 1800

Moderate breezes from E NE, at ½ Past 12 sent the *Amphitheatre* in shore to Join the Boats with orders to Anchor in a good birth for the *Constitution*, so that we might see where to Anchor. At 1 Wore ship and stood in towards the land clear'd our cables and Anchors Ready for comeing to an Anchor, At 2 brought to an Anchor close in with a reef lying before the houses and Vessels that we were about to attack after our anchoring clear'd away the Guns and began a cannonading upon the Schooner and Town but found our Guns wou'd not reach so as to do Execution We found one french privateer in the harbour ts an Anchor and two more on the stocks a building, at 5 In boats and Got under way

At 7 Cape Cabron bore SE by E three or four leagues continued working to windw^d all night under an Easy sail Tacking as often as occasion requir'd

At Daylight saw Cape Cabron SSE six or seven leagues

At 12 Moderate Tack'd Ship to the Southward Cape Cabron bearing S by E, eight or 9 leagues the *Amphitheatre* In Company

[NDA photostat.]

Extract from log book from Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 5 June 1800

First part of these 24 hours Squally Weather double Reef'd the Top Sails at $\frac{1}{2}$ past 2 P M Saw a Strange Sail on the Weather Bow made Sail for her, At 3 P M Tack'd Ship for her At 6 Boarded her She proved to be the Sloop *Diana* from Savanah bound to Antigua 33 days out Butler Jones Master no News nor Saw anything At $\frac{1}{2}$ past 5 Tack'd Ship to the North'd Reef'd top Sails and in top Gal Sails —

At 9 Saw a Sail to Windw'd Tack'd Ship after her and Set a Crowd of Canvas At 10 the *Adams* brot her too the Schooner *Laurel* of S^t Kitts from Norfolk bound to S^t Kitts Captⁿ Basden 27 days out At 11 P M Wore Ship to the Northd — Midnight Steady breezes

At 6 A M Squally attended with rain —

At 8 more Steady Breezes —

People Employ'd setting up Top Mast Rigging and top Gal Rigging — the Capt went on Board the *Adams* to Dine —

Meridian Moderate and Cloudy Weather

No observation

[NDA, original.]

To Secretary of State, from Job Wall, U. S. Consul, St. Bartholomews

S^t BARTHOLOMEW June 6th 1800 —

The Honorable TIMOTHY PICKERING Esquire

Secretary of State

SIR I had the Honor to address you on the 14th and 20th last month, and on the 20th Following being informed of the distressed Situation of fourty American seamen who were captured and carried into the Island of S^t Martins, at which place they were put into prison, exposed to stand half leg deep in water, which at once enduced me to hire a Baltimore Schooner which I flag'd and went in her my self to the Island of S^t Kitts where I had an interview with Cap^t Morris Commander of the United States Frigate *Adams* who was at that period Comidore of the Station, I related to him my Business and realy pressed him to deliver me fourty french prisoners there being in the Jail of S^t Kitts Ninety four for the express purpose of relieving, those unfortunate Americans which Still remained at S^t Martins I further told him that the late ill treatment to Americans was owing to M^r Clarkson writing to the Agents of Guadeloupe, saying all the receipts given by me, for the Exchange of American Prisoners, was of no value with him stiling himself Consul General for the United States. I told him if in case I had committed an error diffarent Commodores of the Station had led me into it as I am in possession of receipts for French

Prisoners sent me both by Cap^t Tingey, & Cap^t Morris who observed to me that a regular Cartel was Established between the Island of Guadelop & S^t Kitts for the exchange of prisoners. I then requested him to deliver me the fourty as it would save the expence of hiring another Vessel as I had already hired one for this purpose only, he further Said the reason of my receipts being refused probably might have been in consequence of my Giving, receipts for Americans who came to this place in prize vessels purchased by Merchants of this Island I pledged him my Honour I also pledged it to you Sir, I have only recepeted for twelve of this discription out of near one hundred, the remaining number being sent in fron different french Privateers and delivered me by the French Consul here. I am confident that Cap^t Morris believes these unfortunate prisoners are relieved ere this, as he left S^t Kitts the day after I left it and left orders for M^r Clarkson to that effect, which he has violated and always will as long as the detention of prisoners be an object of Gain to him. it might be as well to keep a Cartel between S^t Kitts and Guadeloup; but any other Channels which may offer for relieving prisoners would in my opinion without injury to any party be a deposet — you will please send inclosed Coppy of my agreement with Cap^t Tranase thinking you the properest person to determine, what it was wourth puting this Schooner on the same futing with vessels hired by M^r Clarkson for similar purposes the flag not being sent to S^t Martins agreeable to promise the Americans there neglected worn out with Confinement and threatned with disease, sent to the french Comissary to propose as the price of their liberty, that they would enter on board their Armed Vessels and privately — I lamented that I had it not in my power, to procure their release, the means I had adopted failed by the interuption given to them by M^r Clarkson —

I am Sir

With great respect

Your most obedient Humble Serv^t —

JOB WALL

Consul for the U. S. of A.

The Honorable TIMOTHY [PICKERING*] Esquire
Secretary of State

[*Timothy Pickering ceased to execute duties of Secretary of State, on 12 May 1800.]

[SDA. St. Bartholomew. Vol. 1, 1799-1828.]

To James Day, E. Davis & Thomas Parsons, Selectmen of Boston, Mass., from
Secretary of the Navy

[PHILADELPHIA]

Navy Department 6 June 1800

JAMES DAY
E DAVIS
THO^s PARSONS } Esq^{rs} — Selectmen of the Town of Boston —

GENTLEMEN Since my letter to you of 8 Febry last I have reconsidered the case of Caleb Ellwell [or Elwell] claiming to be placed on the pension list on the Navy Establishment, & although the documents produced are not strictly conformable to the regulations adopted

for fixing pensions & pensioners, yet as his application is supported by so respectable authority as that of the Selectmen of the Town of Gloucester, & it being already ascertained by a letter from Capt Brown of the *Merrimack* that he sustained his disability while in the line of his duty, I have directed him to be placed on the Pension List agreeably to the enclosed certificate which you will be pleased to hand over to him — Tho^s Perkins Esq^r Comm^{rs} of Loans for Massachusetts will pay him up to the first of July next at once & in future as the Certificate specifies —

I have the honor to be &c

B S

[NDA. GLB, Vol. 3, 1799–1800.]

To John M. Conner, Clerk in Navy Office, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6th June 1800.

M^r JOHN M. CONNER

SIR I regret that your private concerns will not permit you to hold your situation in the Navy Office, after its removal from Philadelphia; as I have always had reason to be entirely satisfied with your integrity, capacity and cheerful diligence in the Execution of the duties assigned you. — Wishing you success in your private avocations

I am Sir with esteem
your most ob^t Serv^t

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

[6 June 1800]

Extract from a letter from Joseph Bowditch, of Salem, Mass., to his father, concerning the capture of the American ship *Amazon*, Captain Parsons, belonging to M. Watson of Salem

CORUNNA, June 11. [1800]

"I arrived here this day, on board a Fr. privateer in good health. On the 6th at 12 o'clock in lat. 40, long. 25. we fell in with this ship, when an engagement commenced, and continued till 3-4 past 4 P. M. when we were under the necessity of hauling down the American flag. She proved to be a ship of 12 sixes and 8 twelves, and in the engagement worked 4 twelves and 8 sixes on a side, against 4 fours and 2 sixes. The action was sharp for about 2 hours. Our ship was very much cut about the sails and rigging, and received a number of shot through the hull. We had one boy (John Ellis, of Gloucester) killed, and the second officer badly wounded, but not so bad as to be dangerous. All the rest escaped unhurt. This is the spoiling of a great voyage, for the ship and cargo will be condemned, without any doubt.

"P. S. I find there has been a treaty made with France, that is, all American vessels that will put up with their insults in being stopped and searched, they will let them pass."

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

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

Moderate breezes and cloudy, Employd working to windw^d on the North side of Samana *Amphitheatre* In company

At 7 Cape Cabron S by E three or four leagues shortnd sail and Double reefd the Topsails

Continued under an easy sail during the Night

Tacking as nessasary

At Daylight saw the land

At 12 Moderate breezes from E SE Cape Cabron bearing S by E two leagues Sounded with 120 fathoms of line No Ground Tackd Ship to the Southw^d *Amphitheatre* in C^d

Latitude Observed 19° 27' North

[NDA photostat.]

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

A strange sail, gave chase

At 6 PM came up with and spoke the brig *Huntress* Capt Sumnis of New York from Savanna

Joined the Convoy again

Lat. 36.41 N.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 6 June 1800

First part of these 24 hours Cloudy Weather

At ½ past 3 Carried away Fore top Mast without doing any considerable damage all hands Employ'd clearing the Wreck and preparing a top Mast and top Gal Mast Captⁿ return'd on Board —

Midnight Moderate Weather

At 4 A M Sway'd the Top Mast up and fided it Set up the rigging —

At 8 Sway'd up the top Gal Mast —

Meridian pleas^t fided the Top Gal Mast

Latt Obs^d 18.54 N

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren* Master Commandant Timothy Newman, U. S. Navy, commanding Friday, 6 June 1800

The first part Squally and Rain Laying off and [on] the Moro

at 1 P M the Consul sent A Boat off to us

at 4 Discharged the Boat and Hauld our wind to the Eastward

at 5½ P M abreast of the Rincon 6 Leagues East from the Havana or Moro Castle

Middle part Cloudy and Very Moderate

at 5 A M spoke the Schooner *Sophia* from Boston 32 Days out Church Strawant Master bound to Havana

at 8 Point John bore S E B S 3 Leagues Distance

Latter part squally and Rain
at 12 Meridian Point John bore S E 3 Leagues Distance
[HS of Old Newbury, Mass. NDA photostat.]

To Thomas Perkins, Loan Officer, Massachusetts, from Secretary of the Navy

[PHILADELPHIA]
N Dept 7th June 1800

THOMAS PERKINS Esq
Loan Officer Massachusetts

SIR Enclosed you will receive the regulations made for the paym^t of Pensions to persons disabled in the Navy Service — I send you Geo Arbunkels Certificate which be pleased to give him, & I have sent to the Selectmen of the Town of Glocester a certificate for Caleb Elwell who must also receive his pension thro your hands at the rate of 5 D^r p^r m^o commencing 3^rd June 1799 The Fund for payment of Navy pensions not being yet in operation I have directed a remittance to be made to you out of other Funds of 107 33/100 D^r which will be sufficient to pay both these men to 1st July next in full —

I have the honor

Geo Arbunkle from 7 June 99 to	
1 July 1800 — 12 mo 24 days @	
3½ D ^r p ^r m ^o	42. 66½
Caleb Ellwell from	
3 June 99 to 1 July 1800	
12 — mo 28 days at 5 \$	64. 66½
	<hr/> \$107. 33½

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]
Navy Dept 7th June 1800

GIBBS & CHANNING
New Port

SIR I have reason to believe that the *Gen^l Greene* must arrive at New Port as soon as this I have directed a further remittance to be made you on acc^t of her Crew of 10,000 D^r — I believe I said it before, but I must repeat that the Crew should be discharged & paid off without delay — after which any necessary repairs must be done & then & not before, a new crew must be engaged — By this means unnecessary expence will be saved — Communicate this to Capt^a Perry to whom I have not time to write — this being the last day I shall keep my Office open in Philad^a — on Monday I go to Washington

I have &^c

B S

Should more money be required dont let the crew be retained on board for want of it

[NDA. GLB, Vol. 3, 1799–1800.]

To Stephen Moylan, from Secretary of the Navy

[PHILADELPHIA]
N Dept 7 June 1800

STEPHEN MOYLAN Esq

SIR Enclosed you will receive the regulations for payment of pensions to persons disabled in the Navy Service

You will be pleased to place on the Navy Establishment to be paid by you Philip Morrison of the Marine Corps disabled in the line of his duty on board the U S — Ship of War *Jno Adams* — He is to be paid at the rate of 3 Dollars p^r m^o commencing 1 July ensuing —

I have

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

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

NORFOLK 7 June 1800 —

D^r SIR I wrote you a letter and directed it with my own hand — previous to my visit to Col. Parker at Marshsfield [?], in this letter I directed that your Purser M^r Morris shou'd settle the Accounts of the Mutineers & Charge them with Attorneys fees (as I understand he has done) and that you wou'd be pleas'd to prepare your Ship for Sea, as expeditiously as possible, and then wait the Sailing instructions of the Secretary of the Navy, but this letter I understand you did not receive. I presume you will be directed to guard the Coast for some time, information having been received of the Enemys intention to visit it with several Privateers. By the Mail of Yesterday I received a letter from M^r Stoddert wherein, he desires, that you will prepare your ship for Sea without any loss of time, and that he will by the next Mail, send instructions and money for to recruit your Crew — I advise you to secure the friendship of the Landlord &c which will facilitate your manning. tomorrow Morning I shall leave this for Washington — as the *Chesapeake* will go out — I most sincerely wish you success, and that you may speedily have an opportunity of disappointing and making your Enemies ashamed —

I have the honor to be

Sir Your very ob^t Serv^t, in great haste

THOMAS TRUXTUN

JAMES SEVER Esq^r

Com^r U S Ship *Congress*.

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

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

[PHILADELPHIA]

Navy Department 7th June 1800

Lieut BENJAMIN HILLAR
of the *Pickering*
Boston —

SIR The enclosed information may be useful to you in your cruise of six weeks — I therefore send it — The President is sensible of your merit, & will not be unmindfull of it —

I am &c —

[NDA. OSW, Vol. 4, 1800–1801.]

[7 June 1800]

Instructions regarding moving Navy Offices from Philadelphia, Pa.,
to Washington, D. C.

Col Thomas will see all the Furniture belonging to the Office, & printed Books shipped off before leaving Philad. — and all the records & original papers put into Waggon which M^r Southerland must go with for the safety of the papers to Washington I wish Col Thomas, M^r Goldsborough & M^r Nichols so to arrange their affairs as to be at Washington on the 15 Inst at least two of these Gentlemen may be wanted, & only one can be spared if necessary to his convenience a few days longer

Sign^d BEN STODDERT

7th June 1800 —

[NDA. GLB, Vol. 3, 1799–1800.]

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

Moderate breezes and Clear weather, Working to windward to the Northward of Cape Cabron At 1 opend the bay between Cape Samana and Cape Cabron saw a ship lying at Anchor in the bay, At 4 Stood close In for the land brought too and order'd the *Amphitheatre* to stand In and Examine what the Ship was, At 6 P M Double reefd the Topsails and filld to the Northward and Eastward, Departed this life Rufus Mantor Marine with a Fever. Cont^d standing off and on the bay all night waiting for the Tender to return from the Ship, At Daylight saw the tender to Windw^d of Cape Cabron Standing out, At 8 Tackd and stood In for Cape Cabron which bore S by E, 4 or 5 leagues, At 9 Tackd to the Northw^d and brou^t too

At 11 Join'd company with the Tender, Employd Scrubbing hammocks and cleansing ship

Captⁿ Porter waited on Captain Talbot and Informd him that the ship he went to Examine was the Danish Ship *Christian* from St Thomas lading with Wood

Punishd Danⁱ Flynn Seaman with 12 lashes for Mutinous language and disobedience of orders

At 12 Moderate lying too. Cape Cabron S by E $\frac{1}{2}$ E

Latitude Observed 19°27' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 7 June 1800

These 24 hours, first part wind from the Eastern Quarter, At 6 pm. Anchord in 12 fathoms water muddy Ground, Man Eater's Isl^d bearing S. B. E. 2 miles, Middleburg Isle bore E B S $\frac{1}{2}$ S. 15 M^s the Island of the Great Cambays bore E. B. S. 5 M^s At 6 pm, the Body of "Robert Clark" was Committed to the deep. At 4 AM weigh'd Anchor & made sail. Wind S. B. E. made several tacks to Windw^d At 9 Am Ship touch'd the Ground on Java side hove all the sails aback. Out Boats, prepar'd to carry an Anchor out, when the Ship back'd off wore round & came to the wind in the fair way Man Eaters Island bore NW. D 5 M^s — Made several tacks to Windward. At Meridian Anchord in 8 f^{ms} water, Good Ground. Ohnrust Is^d bore E B S. 7 miles. Nine Sick men on Board Started 700 Gallons Water in to the Hold Water now on Board 24000 Gallons

[LC, EPP, 1799–1800.]

Extract from journal of Lieutenant John Mulloyny, U. S. Navy, commanding U. S. Ship *Ganges*, 7 June 1800

Pleasant weather

At $\frac{1}{2}$ 7 PM Spoke Brig *Paragon* from Lagaira Captain Houston, 12 Days out bound to Philad'.

Lat. 36.6 N.

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 7 June 1800.

The first part Moderate and Rainy

Tack'd ship made & took in sail Occasionally

at 4 P M saw a sail to the Eastward

at 6 P M fired 3 Shot at her brought her to the Schooner *Charlot* from Baltimore 18 Days out Daniel Stanley Master bound to Havana

Camarioca bore S E b E 6 Leagues Distance

Middle part Moderate & Cloudy

Made sail and took it in Occasionally

Latter part Moderate and Cloudy

at 12 Meridian Point John bore South 2 Leagues Distance

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

[6 November 1799 to 8 June 1800]

Extract from a letter from a Young Man on board the U. S. Ship *Connecticut*, to his friend in East Hartford, Conn.

St. Kitts, 18th June 1800.

"AN opportunity presenting, I take the liberty of addressing you, to inform you of the occurrences since leaving America. — Nov. 6th, off Portorico, we captured from the French the American schooner *Hannah*, of Baltimore, loaded with rum and molasses, which we sent home, and since have heard of her safe arrival at Baltimore.

"Dec. 8th, off St. Eustatia, we captured from the French the American brigantine *Penelope*, of New-York, with no cargo; took her into St. Kitts, where she was sold for the benefit of the captors and underwriters.

"On the 27th of Dec. we chased the American schooner *Polly*, of Middletown, ashore on the east point of Guadaloupe; she had a fine cargo of provisions, horses, cattle and small stock. We sent a number of people armed with muskets, &c. on board to get her off. The Frenchmen collected in large numbers on shore, and fired upon them, which was warmly returned from on board the schooner. We gave them a broadside of grape and round shot, which soon dispersed them — fortunately none of our people were hurt. Respecting the enemy, I can only say that we saw but one dead — found it was impossible to get her off — we took a number of small stock from her, set fire to and consumed her with her cargo.

"On the evening of the 29th day following, off Descada, about 10 o'clock, we saw a sail, which immediately stood for Descada, — we made sail and gave her chase. At half past 11, we came so near as to fire muskets into her, which she returned with great violence. We both continued the firing of musketry until about 12, when we brought our guns to bear upon her. We gave her not a very small portion of pills, which was more than she could digest. We gave her the second broadside, shot away her main-top-mast, wounded the captain and killed and wounded a number of his people, and at that time they all left her decks, and sent an American on deck to call for quarters. We took possession of her — she proves to be a French privateer brigantine of 12 guns, called the *Italic Conquest* [*Italie Conquise*] — took her in tow and on Jan. 1, 1800, arrived safe with her at St. Kitts, where she was manned out by our ship and the *Insurgente* upon a cruise and has captured the American ship *William and Mary*, of New-York, from Liverpool; since that she has sailed for America.

"About 10th of Jan. we chased a French privateer schooner of 12 guns, under cover of the fort on Descada — run so near the fort that they threw a number of shot around us; we fired about 90 shot into her which damaged her very much, and on the same day we saw a ship standing for Descada, which we gave chase to and chased her on shore where she bilged and sunk. She proved to be a French ship of 22 guns — directly from Bourdeaux, loaded with wine, &c. with a large quantity of plate, valued at rising of *an hundred thousand dollars* — was not able to get any thing from her.

"March 20th, being in company with the U. S. ship *Adams*, under the lee of Guadaloupe, we captured from the French the American schooner *Priscilla*, of Boston, with beef, pork, flour, &c. &c. which we sent into St. Kitts.

"April 27th, off Portorico, in company with the U. S. brig *Richmond*, we captured from the French the American ship *Thomas Chalkly*, of Philadelphia, with a cargo worth 25,000 dollars — took her into St. Thomas; appointed an agent and made arrangements to obtain the salvage.

June 1, off Descada, we captured the French privateer schooner, called *Le Pieve*, of two four pound guns and about 50 men — took her into St. Kitts.

"June 3d, the north side of St. Kitts, we captured from the French, the American brig *Martha and Mary*, of Baltimore, with a cargo of 800 bbls flour and about 20,000 shingles — sent her into St. Kitts.

"June 5th, after a chase of 12 hours we captured from the French, the French privateer schooner *La Unité*, with one gun on board and about 50 men — took her in tow for St. Kitts, where we arrived on the 8th. While chasing the last mentioned privateer, she threw over her guns, boat, camboose and other things to lighten her, but all without any purpose."

[LC, "Connecticut Courant", (Hartford, Conn.), 28 July 1800.]

[8 June 1800]

Sale of American Schooner *La Dauphine*, captured by Privateer *La Bonne Mere*,

[Translation]

No. 36

Abstract from the Records of the Clerk
of the Court of the Justice of the Peace
of the canton of LA BASSE TERRE GUADELOUPE —

The eighth year of the French Republic and the 19th Prairial [8th June 1800] —

on the Petition of Citizen J^b Gaubert, — owner of the Privateer *La Bonne Mere* and of Citizen Herichu [?] junior, quartermaster,

In execution of the judgement of the Tribunal of Commerce of the 18th instant [7th June 1800] —

We Antoine Jean Bonnet, justice of the peace, of the Canton of La Basse Terre Guadeloupe, accompanied by the Recording Clerk betook ourselves to the Wharf of this town, for the purpose of making the third and last public announcement to be followed by the award of the American schooner *La Dauphine*, captured by the said Privateer, where the announcement having been made and the hour set for the award having arrived, the said schooner with all her appurtenances as listed in the inventory was definitely awarded by us to Citizen François Triol for the Sum of two thousand one hundred Livres which he paid in cash —

Following which payment and award the said citizen Fr. Triol went and took possession of the said schooner, and he declared himself pleased and satisfied, We have signed with the Recording Clerk. —

Recording Clerk —

Signed BONNET and CASTEL,

This true copy of the Records was
delivered by me the Recording Clerk
of the justice of the peace

CASTEL

No. 36

Sale by auction of the American Schooner *La Dauphine*, captured by the Privateer *La Bonne Mere* —

Purchaser	Fr. Triol	2100. 00
Delivery		90. 00

[Livres] £2190. 00

[NDA, XZ.]

[8 June 1800]

Declaration of the French Schooner *La Dauphine*, of Guadeloupe

[Translation]

LIBERTY

EQUALITY

Department of Guadeloupe and dependencies

NATIONAL CUSTOMS SERVICE

1800 (8^e Année)

No. 51 [?]

Declaration outwards of French and neutral ships,
as well as of barques and small craft.

Fo. 104

Abstract from the register of declarations outwards of French and neutral ships, as well as of barques and small craft, kept at the office of the National Customs Service, at Basseteere, island of Guadeloupe,

This 25th day of the month of Prairial 8th year of the French Republic [14th of June 1800], one and indivisible, there appeared at this office Citizen Jh Malté Captain of the Schooner named *La Dauphine* of this island of 50 tons burden, armed with _____ manned by a crew of seven men, and belonging to Citizen François Triol who stated that he was proceeding to St. Barthelemy and was carrying the following cargo:

To wit:

His ballast and provisions

Seen by me, Inspector
at the National Customs House.
The day and the year above written.
at 11 o'clock in the morning

RIDE [?]

Nothing else, submitting to the penalties of the decrees and regulations relating to trade, and declared seen and signed.—

Done at the said office on the day, month and year above written.

For the Collector

ANQUETIL *Cadet*

[NDA, XZ.]

[8 June 1800]

Muster Roll of the French Schooner *La Dauphine*

[Translation]

GUADELOUPE The 26th of the month of Prairial
 the year of the French
 Republic, one and indivisible.
 No. For the Office [15th June 1800]

MONTHLY FITTING OUT [STATEMENT]

 DEPARTMENT of Guadeloupe
 The Schooner *La Dauphine*

Muster roll of the Schooner *La Dauphine* — of 50 tons burden owned by Citizen
 François Triol, and commanded by Joseph Malté to proceed to —

ALTER- ATIONS	NAME, SURNAME AND RANK	AGE, HEIGHT, HAIR	FOR THE VOYAGE
	Joseph Malté of Malta Captain-----	65 M[edium ?] Gray	264
	Dominique Baussant of St. Bénédet First mate-----	30 M[edium ?] Chestnut	264
	Sem Tomson of Sweden Seaman-----	19 M[edium ?] Chestnut	264
	Jean Francisque of Madeira Seaman-----	27 M[edium ?] Chestnut	264
	----- Four men		

We the undersigned, owner and captain of the schooner *La Dauphine*
 certify this muster roll, showing a crew of four; we undertake to note
 down exactly any alterations occurring during the voyage, to produce
 the said crew on returning from the said voyage, and to observe during
 the same the laws of the Republic.

Done at Basseterre the 27th of Prairial of the 8th year of the
 French Republic one and indivisible [16th June 1800]

FRANÇOIS TRIOL

Inspected by me department chief, in charge of fitting out and
 enrollment, the four persons mentioned in this roll; permit granted to
 Capt. Joseph Malté to employ them in Coasting. On his arrival, he
 will be required to present the members of his crew and his passengers
 to the enrollment officer; and if, during the voyage, there are alterations
 affecting the said crew, such as desertion, death, replacement etc.,
 we enjoin him to note them accurately in his roll, which he will deposit
 at the enrollment office immediately upon his arrival. In default of
 which the penalties prescribed by naval regulations are incurred.

At Basseterre the day and year above mentioned.

RICHAUD CADET

Inspected Permit to proceed to Saint Barthelemy Basseterre
 the 27th of Prairial year 8 [16th June 1800]

RICHAUD CADET

[NDA, XZ.]

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

Moderate breezes and Clear Weather, Working to Windward to the NW by W under an easy sail, At 5 brou^t too for the *Amphitheatre* to Join company. Punishd Daniel Freeman for theft and Insolence to his superior officer

At $\frac{1}{2}$ Past 5 Double Reefd the Topsails old Cape Francois bearing W SW four leagues

Armd out two Boats with Forty men and order'd them to Go along with the *Amphitheatre* Into a bay to Leward of old Cape Francois In pursuit of a French privateer and Barge which we supposd to be in that Bay.

Continued Standing off and on all night with the Main Topsail to the mast, At Daylight saw old Cape francois SW by S four leagues and a strange sail E SE which we Gave chase to at 6 the strange sail Made all sail and bore up In order to pass us by running before the wind. In chaceing saw the *Amphitheatre* In chace to W^d and the boats pursuing the same Schooner we were chaceing

at $\frac{1}{2}$ past 8 our boats rowd very near the chace and fird a volly of small arms into her several of which went into her hull and sails we then fird from the ship three of our 18 pounders which made them shortn sail. orderd the boats to take charge of her while we pursued the other to the Westward the one the boats had charge of was a danish Schooner from S^t Thomas, the other a french privateer which M[a]de her Escape into port a platt

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 8 June 1800

Variable winds & Squally. At $\frac{1}{2}$ 2 pm. hove up anchor, Wind at N.W. & Steerd E. S. E. towards Batavia. After passing Middleburg & Onrust Isles. At 7 pm. Anchor'd with Larboard Bower 7 f^m water. Soft Ground in Batavia Roads. the Great Building with a Dome in Batavia bearing S $\frac{1}{4}$ E. 5 miles. OnRust Isl'd. the Battery bor NW $\frac{1}{4}$ W. D 4 leagues. East point Batavia roads bore E. B. S. 3 leagues — hoisted out Boats Captain went on Shore, loos'd dried & handed y^e Sails. 5 sick men on the list.

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 8 June 1800

First part of these 24 hours light Airs & Cloudy Wea people Employ'd Wash^d Cloaths —

At 4 P M Exercised the Men at their Quarters

At 6 P M took in the fore top Gal Sail and Clew'd the fore top Sail down Set the fore top Mast rigging up

At 11 Squally with rain took in and made Sail Occasionally — Midnight more Steady

At $\frac{1}{2}$ past 5 A M Saw a Sail under our Lee bore away and made all Sail the *Adams* hauld up for another bearing S S W —

At 8 A M Moderate all Sail Set

At 11 Saw a Sail bearing West

Meridian light Winds all Sail Set in Chace —

Latt Obs^d 19.01 N.

[NDA, original.]

[9 June 1800]

A Circular Issued by Captain Edward Preble, U. S. Navy

The U. S. Frigate *Essex* will sail from Batavia Roads the 18th [or 15th] inst., and will take under convoy the merchant ships of the United States bound to the westward. The commanders who wish to benefit by this convoy are requested to receive their distinguishing vanes, and on Saturday morning they are requested to deliver a manifest of their cargoes on board the *Essex*, and at the same time receive signals and instructions. As an explanation of the signals will be necessary, as many of the commanders as can make it convenient are requested to receive them personally.

Given under my hand on board the *Essex*, June 9, 1800.

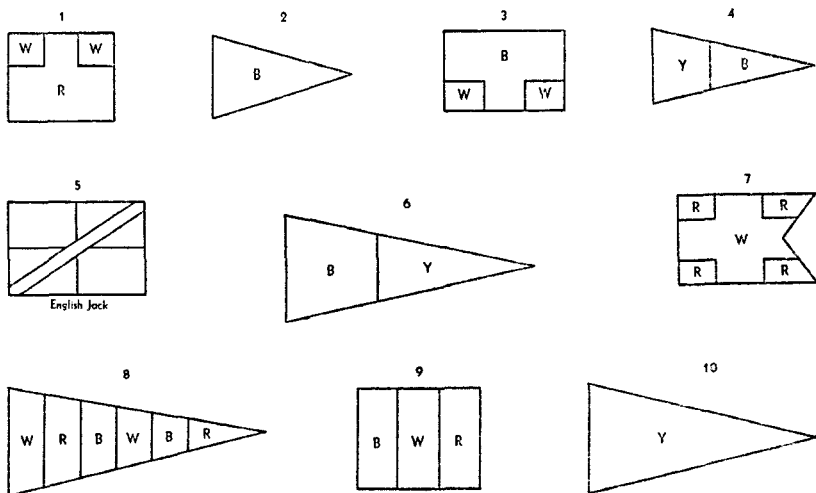
EDWARD PREBLE.

Mem. A copy of the above was put up in the hotel the day of the date.

The signal vanes for the convoy, above alluded to, were:

A red flag at the fore to designate Ship <i>D. Terry</i> and Brig <i>Sally</i> .	
" " " " main " Ship <i>China</i> and Brig <i>Exchange</i> .	
" " " " mizzen " Ship <i>Smallwood</i> .	
A white " " " " fore " Ship <i>Dispatch</i> and Brig <i>Delaware</i> .	
" " " " main " Ship <i>Nancy</i> and Brig <i>Globe</i> .	
" " " " mizzen " Ship <i>John Bulkley</i> .	
A blue " " " " fore " Ship <i>Juno</i> and Brig <i>Lapwing</i> .	
" " " " main " Ship <i>Hebe</i> and Brig <i>Lydia</i> .	
" " " " mizzen " Ship <i>Magnus</i> .	

The following signal flags were established for Telegraphy.



(Note. One hundred and eight distinct day signals, to be made by these flags, were furnished each vessel of the convoy, and a code of night signals devised. These signals are signed "Given under my hand on board the U. S. Frigate *Essex*, in Batavia Roads, the 14th of June, 1800. Edward Preble, Captain in the Navy of the United States.")

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from Captain James McKnight, U. S. Marine Corps

U. S. Frigate *Philadelphia*
off BARBADA, June 9th 1800

W. W. BURROWS Esqr

DEAR SIR I flatter myself I may congratulate you on your promotion to the rank of Colonel Commandant, & I trust Sir you will believe me, when I assure you that any addition to your Honor or interest affords me great pleasure — I regret having to mention, that C. Thayer has conduct'd himself in a manner highly improper & after repeatedly admonishing him, I made a written Complant to the Commodore, who directed me to act as I thought best. Thayer is now in the ranks. Burke who appears to be active & vigilant supplies his place, & Joseph Holland takes that of Burke — The men whom I have the honor to command are healthy and contented. I have distributed the light cloathing. The summer dress is admired by the different commanders of ships & Marine officers. If Lt. Thompson & yourself had entrusted the letters for Lieuts Wharton & Keene to me I should have had them deliverd ere this as we fell in with the *Connecticut* 12 days since & the *Petapsco* sailed about 10 days ago for the station were [where] the *Delaware* now is. It was only yesterday that I knew one of our lieut^s had the letters. I shall be careful to have them forwarded or delivered the first opportunity— Lieut. Reddick has been on board the *Philadelphia*. I have heard Cap^t Morris & indeed all the officers, speak of him with the greatest respect. I am just going on board the *Adams* with the Commo^d, to dine with Capt Morris. I have taken considerable pains to come at the truth of L^t Claypooles conduct, he is a young man with whom I have no acquaintance but I am desirous his conduct should be fairly stated to you. —

Cap^t Cooper [Master Commandant William Cowper, U. S. Navy] is represented to be a morose, tyrannical fellow, & from some whom [reason?] he thought proper to put C. in Irons, who at first was rather refractory & I believe at times acted highly improper — he remained in irons untill the *Baltimore* arrived at St Kitts, where Cooper turned him on shore without cloaths or money, his legs & arms were dreadfully galled[?] & swelled, by the irons he remained in the most abject situation, untill one our Cruizers arrived, the officers supplied him with necessaries, soon after Cap^t Truxton took the command on this station & hearing of Coopers conduct immediately ordered Claypoole to resume his command, sending Lieut Clinch to see him reinstated. L^t Claypoole challenged Cooper who refuses to fight him, until the *Baltimore* gets to America — About 6 Weeks since Cooper invited his Surgeon to dine with him After dinner they were walking on the quarter deck in apparent good humour when in a momentary fit of passion he ordered the Surgeon off the quarter deck & before he could comply beat him cruelly & afterwards put him on board an American Merchantman bound to St. Thomas. I expect the *Baltimore* will be in S^t Kitts about the 20th Inst at which time we shall be there, I will hear Claypooles story & go with him to Cooper to obtain the proper satisfaction. I shall forward the pay rolls in due time. I shall also beg that I may have credit at the time for the advance I have or may make them. I am sorry that I was not furnished with more than 25

pairs of shoes all of them are distributed & I have had to purchase some at an advanced price. Lt^s Reddick complains of the want of shoes & hats. Lt^s Hall, Reddick, Middleton, Keene & Claypoole are well — Please make my respects to Mrs. Burrows & the officers at head Quarters, — We have recaptured a schooner valued at 20000 Dollars —

I am Sir

with great respect

Your Mo. Obed^t Serv^t

JAS. MCKNIGHT
Cap^t of Marines

It would afford me great pleasure, by hearing from you, when convenient

[MCA. LR, 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 9 June 1800

Moderate breezes and Clear Weather Lying too off port a platt *Amphitheatre* in company waiting for our boats and the danish Schooner to Join comp^y

At 3 the boats and Schooner Joind company

Lying too off port a platt making preparations to go in and cutt the privateer out of port a platt cleard our anchors and Cables ready for letting Go Sent the boats and Tender Inshore to sound for a good Anchorage after which the[y] followd in to come an Anchor but could not find a Good anchorage Wore Ship and stood off, At 7 brou^t too and hoisted in the boats at 8 port a platt bore S by W $\frac{1}{2}$ W five or six miles Bore up and continued running to the Westward all night under an Easy sail At Daylight saw Monte a christo S by W $\frac{1}{2}$ W four or five leagues and the United States Brig *Richmond* to the Westw^d

At 7 Joind company with the *Richmond*

Unbent the fore topsail and bent another

At 12 Moderate breezes from the NE Monte a Christo S SE four leagues

[NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday 9 June 1800*

Fresh breezes and clear weather, Lying too off Port a Plate waiting for our Boats to Join company which are in tow with the Schooner, Brought too off old cape francois the Boats Join'd us at 2 P M, Lieutenant Hamilton informd Captain Talbot she was a Dean [Dane] from St Thomas's Employd in the slave Trade from that Island to the Havanna Continued standing off and on Port a Plate making every preparation that was necessary for cutting out the privateer which Anchor'd in Port a Plate officers and Boats were orderd to sound in shore, No safe anchorage could Be found to cover our boats we were and brought to In boats and filld to the northward @ 8 in the evening Port a Plate Bore S by W $\frac{1}{2}$ W 5 or 6 miles, bore up and ran along the coast to the Westward

At day light saw Monte a christo south 4 or 5 leagues and the United States Brig *Richmond* to the westward which Join'd company at 7 A M

Unbent the Fore topsail and Bent another

@ 12 Moderate Breezes from the N E monte a christo S S E 4 leagues

[*Original indicates, in error, the year to be 1801, "[1800]" being written in pencil.]

[NYHS, NHS.]

Extract from journal of Lieutenant John Mulloyny, U. S. Navy, commanding U. S. Ship *Ganges*, 9 June 1800

At $\frac{1}{2}$ 2 P.M. Spoke Ship *Independence* from Alex^t bound to Barbadoes Captain Downs

Light winds and variable

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 9 June 1800

First part of these 24 hours Moderate Breezes all Sail Set in Chace M[i]dnight D^o Weather Breeze increasing —

At 6 A M gave the Privateer a Shot but too far off

At 7 Set the Lower Main Steer^s Sails on both Sides the Privateer 3 Miles off —

Meridian Light Winds.

Latt Obs^d 20.18 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 9 June 1800

The first part Moderate and pleasant Saw 2 sail Schooner to the Northward gave Chase to one fire 3 Shot at her brot her to at 6 P M spoke her from Philadelphia bound to Havana 17 Days out the Schooner *Maria Matilda* Asa Shurttell Master

Middle part Calm and pleasant

at 6 A M saw two sail one bearing N E b N the other N W

at 8 A M Point John bore S E b S 4 Leagues the tits of Camarioca S E $\frac{1}{2}$ E 6 Leagues Distance

at Meridian point John bore S S E 4 Leagues the pan of Matansa South 5 Leagues Saw a Schooner bearing N W b N

Latter part Calm

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

To Secretary of the Navy from Master Commandant Benjamin Hillar, U. S. Navy

U. S. Brig *Pickering*
Light Bearing NW 3 miles
June 10 — 1800

Hon^{ble} BENJⁿ STODDART Esq^r

SIR I have the honor to acquaint you that the *Pickering* is out of the Harbour this morning at 5 o'clock we waed anchor yesterday but the winds being so light was obliged to bring up in the Roads Last evening. M^r Servis left the *Pickering* Last evening M^r Tucker returned on board Last evening M^r Service has given me a great deal of trouble while in Boston and other places to keep him on board and now he has said he wishes to leave the Service of the United States —

I have have the Honor to be
with greate respect your
most ob^t Serv^t

BENJAMIN HILLAR

[NDA, Area 7, June 10, 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot U. S. Navy, commanding, Tuesday, 10 June 1800

Moderate breezes and clear weather Lying too off Monte a christo *Richmond* in company

Sent 35 french prisoners and 21 seamen and Marines on board the *Richmond*. At 4 bore up and ran to the Westw^d and parted company with the *Richmond*

At 7 shortnd sail and double reefd the Topsails, the Cape SW by W two or three leagues. At 8 Wore to the N^d and brou^t too Main topsail to the Mast Wind V^{ble} from the Westw^d

At Daylight saw Cape francois SW three or four leagues

Departed this life Luther Edy with a complication of diseases, employd cleansing ship and painting Parted company with the *Amphitheatre* she being bound into the cape

At 12 Cape francois bore SW two leagues

[NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. ship *Ganges*, 10 June 1800

Pleasant weather.

Took the Brig *Susanna* in tow.

Calm —

Cast the Brig off.

Lat. 33.19 N.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 10 June 1800

First part of these 24 hours Moderate Breezes & Cloudy all Sail Set in Chace, At 4 P M fired the 3rd Gun but no Notice taken of it by the Privateer. finding the Chace to run us so far to Leeward

from our Station, and the Commodore haveing Summoned the Fleet at St Christophers on the 18th inst on Business of Importance thought it Improper to Chace any Longer to Leward for so small a Vessel At 8 P M took in Steering Sails A[t] 9 haul'd to the South'd

Midnight pleas^t

At 6 A M Strong Breezes and Cloudy —

At 10 took in top Gal Sails —

Meridian pleas^t Breezes

Latt Obs^d 19.29 N.

[NDA, original.]

To Captain Thomas Baker, U. S. Navy, commanding U. S. Ship *Delaware* from Benjamin Hammell Phillips, U. S. Consul at Curacao

C^s [CURACAO] 11th June 1800

SIR It is presumed & understood that the *Delaware* under your Command is going in quest of a French Corvet of 20 Guns agreeably to the information you rece^d yesterday, I most heartily wish you success in this enterprize —

I shall expect, that after you have Cruised 4 or 6 days near to Bon Air that you will return here, with the joint view of settling the *Delawares* Acc^{ts} & taking the Vessels under your Convoy, as mentioned in my Letter of the 5th Ins^t

I am with best wishes for your health and success —

Your Friend

THO^s BAKER Esq^r

Commander of the US. Ship *Delaware* at present at Curacao —

NB, Copies of this & the preceeding Letter were delivered to Lieutenant Jones to be opened in the presence of the Officers of the *Delaware*.

[SDA. French Spol. CA, Curacao, 1797–1801.]

To Secretary of the Navy from Midshipman David Service, U. S. Navy

BOSTON June 11th 1800.

SIR This will inform you that the *Pickering* has saild & left me on Shore as I had the Charge of fitting her out I had not time to get Ready on Thursday the fifth ult. we drop^t down in King road aBrest of the Castle & I was left in Charge of the Brig with the promise that I should be relieved to go to town for my Cloaths & other Necessarys at 3 oClock Monday afternoon Cap^t Hiller & all the other Officers came on board weighed Anchor & made sail for Sea but the wind being Light came to Nantasket road when I requested Liberty of Cap^t Hiller to go to Town after my Cloaths as I had Nothing on board except what I had on I likewise informed him that it was not possible for me to go to Sea and leave all my Cloaths behind as it was uncertain when we should arrive in Boston again & that I would sooner resign my Warrant that your Honor was kind enough to send me by Cap^t Preble Esq^r not that I dislik'd the service my Commander or superior Officers but I was destitute of every Nessesary for the Cruze I got libety of Cap^t Hiller to come to Town for my Cloaths & if possible to Come down again I left the Brig at half past

Ten in the evening & was down again by Ten in the Morning when the Pilate informed me that the wind hauling to the Westward she sailed at half past three A. M. Sir I shall wait for an Answer & your orders whether to repair on board some other United States Ship or resign my Warrant if the latter I shall send it on by the next post after I receive your orders — Sir with respect

I am your humble Servant

DAVID SERVIS

[NDA, A-7.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday 11 June 1800

Moderate breezes and Cloudy Lying too off Cape Francois

At ½ Past 1 Made a signal for a pilot to carry the *Constitution* In to the cape at 2 bore up and ran down towards the Fort till we were close in shore Sounding in 6 fathom water but could not Get a pilot Wore ship and haul off to the Northward

At 4 brou^t too and sent A Midshipman and the small cutter In to the Cape to order the Tender the *Amphitheatre* to come out of the cape down to the Mole. At 5 Bore up and Made Sail for the Mole. at 6 saw two Schooners to the Westward Which appeared to be Working to Windward

At 7 Joind company with the United States Schooner *Experiment* and a small Schooner she had detaind

At 10 Bore up and ran to the Westw^d and Northw^d

At Daylight saw the west End of Tortudas SE three or four leagues Steerd for the Mole AM Answerd the private Signal of the United States Ship *Trumbull*

At 12 Cape Nichola Mole bore S SE three or four Miles hoisted out all the Boats to tow the Ship into port

Latitude Observed 19° 53' North

[NDA photostat.]

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

The first part Fresh Breezes and Squally

at 5 P M the Cutter came on board from Havana Stood to the Eastward put W^m Prat in Irons for being Drunk and other Misbehaviour at 7 fell in with and spoke the Ship *Boston* of and from Boston 18 Days out bound to Havana Elisha Tucker Master

Middle part Squally and Rain

Tackd ship Occasionally

at 9 A M spoke the Brig *Nancy* from Rhode Island bound to Havana 29 Day out Nathaniel Wattle Master

at Meridian jaruca bore S E b S the Rincon S B W 1 League Distance

Latter part Cloudy

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

[12 June 1800]

Extract from a letter enclosing Proclamation of His Majesty King of Great Britain concerning commerce between that country and the United States

HALIFAX, Sept. 8th, 1800.

"Presuming that any new Orders or Instructions relative to American, or neutral Commerce, may be eagerly sought after by Merchants and other engaged in such Traffic, I have procured the original printed instructions, received per the last Packet from *England*, by the Judge of the Vice Admiralty Court for this Province; and herewith enclose you a correct copy, just taken, and compared by me with the original.

"It may be necessary further to observe, that, while these Orders tend to encourage such Commerce *immediately with Great Britain or Ireland*—they will probably be construed into a tacit permission to harass still further the trade carried on by neutrals with the enemies of those countries. — At any rate, vessels not provided with the Certificates mentioned in this Order, will be liable to interruption in their voyages, to be carried into port by English cruisers, (public and private) — and probably, in many instances, will be condemned in Courts of Admiralty, where the property is not indubitably proved to be neutral — the burthen of which proof will be thrown on the claimants.

"We have now lying in this harbor a number of vessels with American colors flying, sent in, under different pretexts, for examination — I can truly say that the sight is very disagreeable to me, and I sincerely wish that the two countries (Great Britain and America) may come to a better understanding with each other."

GEORGE R.

Instructions to our Courts of Admiralty, and to Commander of our Ships of War and Privateers. Given at our Court at St.

L. S. James's, the twelfth day of June, 1800, in the Fortieth Year of our Reign.

WHEREAS by an Act passed in the present Session of Parliament, intituled, "*An Act to permit the importation of Goods and Commodities from Countries in America, belonging to any Foreign European Sovereign, or State, in Neutral Ships, until the Twenty-ninth day of September, One Thousand Eight Hundred and One,*" We are authorized to grant Licences for the importation into this Kingdom, from any Country in *America*, belonging to any Foreign European Sovereign or State, any Goods or Commodities of the Growth or Produce, whether manufactured or otherwise, of any such Country, not prohibited to be used or consumed in this Kingdom, under certain Restrictions, in any Ship or Vessel, belonging to any State in Amity with Us; — We are therefore graciously pleased to direct, that Neutral Ships coming with such Cargoes, *under the Protection of our Special Licenses*, granted under the Authority of the said Act, shall not be interrupted in their Voyages by our Cruizers, and Private Ships of War, *upon producing the Licenses so granted*; and if they should be brought into our Ports for Adjudication, they shall be forthwith liberated by our Courts of Admiralty, upon its being shewn that the Claimants have obtained

such Licences, and have conformed to the Regulations prescribed therein.

By His Majesty's Command,
PORTLAND.

[LC, "The Mass. Mercury", (Boston, Mass.), 19 September 1800.]

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

Light airs from the NW standing in for the Mole harbour at 1 Sent M^r Amory Lieutenant of Marines In the large Cutter to wait on the Commodant of the Mole harbour.

At 2 Abreast of the chops of the harbour at $\frac{1}{2}$ past 2 the Boat came along side and brought a pilot

At $\frac{1}{2}$ past 3 came too with the small Bower Veerd away to half a cable Wind at West at 5 the wind came to the Northw^d Veerd away on the Small bower and Moord Ship.

Captain Jeuet [Jewett] came on board from the *Trumball*

Employd landing Empty Water casks & preparing to Receive Water. *Experiment* and Schooner detain'd by her, in company

Employd watering Ship and cleaning out the Hold

[NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 12 June 1800

the first part Fresh Breezes and Squally

at 2 P M spoke A schooner from Salem Bound to Havana 32 Days out Daniel Procter Master

at 6 P M El Flaile bore S b E 2 Leagues Dist St Cruz S b W 2 Leagues Dist

took in sail Tackd ship Occasionally

Middle part Moderate Breezes and flying Clouds

at 7 A M the Moro bore W S W 3 Miles

Latter part Light Squalls from the Land

Laying off and on the Moro for A fleet part of them are out

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

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

(a Copy)

US. Frigate *Constitution*, Harbor of
MOLE ST NICHOLAS 13th June 1800

SIR, I came into this harbor yesterday for a supply of water, and shall sail again, tomorrow morning —

Since L^t Maley has been on this Station I have been wearied from time, to time, with accounts of his improprieties of conduct — for a long time, I hoped to be able to ward off an Official enquiry, untill the time, for which the *Experiment's* Men were engaged, should have expired. But the complaints against the Lieutenant have thicken'd, and become so numerous, and complicated, that an enquiry into them,

appears to *me*, no longer to be dispensed with — I have therefore Ordered L^t Maley to return to the United States with the *Experiment* to render to you, an account of his Conduct.

I am not able to procure from him, a copy of his Journal, or log-book; the reasons assign'd is, his inability to write on account of his lame hand — I cannot therefore say what vessels he has captured. But I learn that the number is considerable, and I much fear that Damages will be adjudged in a variety of cases, in consequence of those captures — should this be the case, I hope no blame will attach to me, unless my Orders to him have been improper, as the Vessels under my command have been dispersed, it was impossible for me to investigate the papers found, on board the Several Vessels, detained by them. almost every one they have sent to me, for my directions have been discharged — Two days since I fell in with a Valuable Danish Vessel, which had been detained as Prize by Captain's Little and Maley — her having two Cannon on board, was the plea for the Capture. it seems that Captain's Little, and Maley supposed, that a Neutral had no right to arm — I restored the vessel however to her owners again.

The Complaints exhibited to me, by the Officers of the *Experiment*, on a former Occasion, a Copy of which has been forwarded and the statements now enclosed, will point out much of the matter to be enquired of, with respect to Lieutenant Maley — I wish sincerely they may prove to be groundless.

I am sorry Sir, to be under the Necessity of sending the *Experiment* home under such Circumstances, as, she might be a most useful Vessel on this Station if, well commanded; and so desirous am I to detain her here, that I should have sent L^t Maley without her, if I had any suitable Officer that I could have spared from the *Constitution*, to command her. — I shall send Lieutenant Porter off with the little Prize *Amphitheatre*, in a few days for Philadelphia. L^t Porter may be necessary to the right understanding of the Stories against L^t Maley.

I have further to add, my concern for the Conduct of Lieutenant Boss, who came out in the *Constitution* as fourth Lieutenant, and I am the more severely exercised on the Occasion, as he Obtained his appointment, in consequence of my application: But I find I was grossly deceived with regard to him, by the recommendations of his friends — Lieutenant Boss suffers himself to be intoxicated, as will appear by the enclosed statement of the Boatswain of the *Experiment* and L^t Maley, and it can be made more fully to appear, as I understand, by the other Officers On board the said Schooner.

I therefore send L^t Boss home with Maley, that his Conduct may be investigated at the same time, should your honor think proper to Order it done — It is Sir, to be Sincerely regretted, that men possess'd of so much experience in Seaman-ship, as Lieutenants Maley & Boss should be otherwise so unfit to command.

I have the honor to be with
the greatest respect

Sir,

Y^r Obed^t Humble Servant

SILAS TALBOT

Honble BENJAMIN STODDERT

Secretary of the Navy

NB. M^r Roche who has made the enclosed statement belong'd to the *Constitution*, but was detached on board the *Experiment*. He is a Midshipman of a great decency, and in whom full confidence may be given to his assertions. —

I have the honor to be Sir
Y^r Humble Servant

SILAS TALBOT

[NDA, NO, Vol. 1.]

[Enclosure]

Presumably to Captain Silas Talbot, U. S. Navy, from Midshipman John Roche, U. S. Navy

Copy

On board y^e U S Schooner *Experiment*
CAPE NICHOLAS MOLE 12th June 1800—

SIR, On the 21st of March while the *Experiment* was off Cape Tiburon, as some officers were in the Cock Pit conversing about the ill usage they had received from Captⁿ Maley, and the illegality of his conduct — Captain Maley overheard them on deck — and in presence of the crew challenged all or any who might feel themselves injured to come up and fight him, observing, that with one hand, he was ready to give them, any satisfaction they might require —

May 1st Captain Maley, & Lieu^t Boss having some difficulty on the quarter deck, the former made use of a great deal of abusive and unbecoming language, offered to box him with one hand, and threatened to pull his nose putting his fist in his face, at the same time —

Soon after this being in Sambay, and the quarrel between Cap^t Maley & Lieu^t Boss being renew'd Captain Maley challenged him, to a Duel on shore — M^r Boss accepted, and they went upon the ground, but the business was accommodated. In the evening Captain Maley was intoxicated to such a degree, as to be apparently incapable of taking charge of the Vessel — and being in readiness for Sea, he desired me as I had charge of the watch, to get her under way, and proceed to Sea, which was accordingly done while he was below —

11th April captured a small Sloop from Grand Rivere cleared out for Aux cayes but bound as it afterwards appeared to Jaquemel having on b^d forty one persons, mostly women, and small children, who were endeavoring to escape from the Territory of Rigaud, at the approach of Gen^l Toussaints Army, carrying with them some trifling effects in money and clothes — and were in a situation which might very well deserve compassion — The Sloop was taken in tow, and having bad weather for some days — she was almost constantly buried in the water, the Women, & Children being confined in a small compass, with the Sea breaking over them; and in want of provisions were nearly exhausted, until on the 15th Cap^t Maley sent, and took all the passengers, on board the *Experiment*, on Y^e 16th Captain Maley took me with him, on board the Sloop, opened all the trunks, and bundles, and took out of them whatever money could be found, as well as a variety of small Articles, such as Watches, spoons, and forks, some remnants of Calico, Gingham, & Handkerchiefs &c^t which were afterwards sold at Auction on board the *Ex.* amounting to 325. Dollars and 43 Cents — The persons of the passengers, were afterwards strictly searched, and the money taken from them — The next day

the Sloop was sent into Jaquamel, with all the Passengers, who were arrested, and confined, but immediately released when it was discovered, under what circumstances they were taken — for it appears that several of them were inhabitants of the place, and possessed of considerable property there —

some time previous to this, and before I belong'd to the *Experim.* it appears that Captain Maley had captured the same Sloop, while she was in requisition by Rigaud, and arm'd — but ransom'd her, to her owners for about 300 Dollars and gave him a certificate, that the capture was made by "his Majesties Sch^t *Lark*" mentioning the Ransom and promising to protect him in case, he should meet him again — when the Captain was brought on b^d the Second time he shew'd his certificate, and claim'd the promise of protection, but Captain Maley acknowledged the Deception, and tore the certificate to pieces, in presence of some of the Officers — the Sloop has since been sold to the Harbor Master of Jaquamel, but it was expected, when we left the station, that she would be taken from him and restored to the Original owner, as a statement of the business had been made to General Toussaint.

On y^e 8th April fell in with, and captured, a schooner from Portorico, bound to Jamaica, took out of her every thing that was Eatable Viz^t about 20 Goats, a considerable number of Turkies & fowles, besides Mellons, Plantains and other Vegetables and put on board a man of the Name of Flemming as prize Master; with orders to Navigate her to the Cape this man had long bore, a notorious infamous character and some time since had been imprissoned in Cape Francois, by the American Navy Agent for stealing sails &c^s from a prize he formerly had charge of, in that Port But Notwithstanding the charges were prove'd beyond a doubt — Yet after he was release'd from Goal and return'd on b^d the *Ex.* Captain Maley ordered him to occupy a birth in the cock-pit, amongst, the commissioned and Warrant Officers, evidently to insult them, and was again entrusted with the charge of a vessel contrary to the Opinion of the Officers, the consequence was, as might be expected, that he sold the Schooner to some Spaniards, in Port de Paix, and run off with them, the name of the Schooner was *El Carmain* —

April 23rd fell in with an english privateer Schooner of 6 Guns call'd the *Defiance* belonging to Jamaica — Captain Maley overhaul'd their Shipping Papers, and found there were two Americans on board, which Captain Maley forcibly took out of her, one of them acted as Sailing Master of the Vessel, and was the only Navigator on board, a circumstance of this kind, took place, on the 26th May when we spoke a Danish Schooner call'd the *Nicoline* of St Croix — Captain Maley understanding there was an American on board, took him out, very much against the Man's inclination — altho' the Captain protested that he was weakly mann'd and bound into Jaquamel where it would be Difficult to replace him —

On the morning of the 13th of May Cap^t Maley took me with him into Jaquamel leaving the Schooner at Sea — The weather was by no means favorable & I dont know of any business, which appeared to require Cap^t Maley to leave the Vessel — He continued in Jaquamel, all the day, and the following Night, which he spent on board an arm'd Schooner laying in the Harbor — was highly intoxicated, and

committed a great many extravagances, very unbecoming his Situation —

It may not be amiss, to observe that the Sailing Master of the English Privateer, who was impress'd, was intrusted by Captain Maley with the charge of a Schooner worth 25,000 Dollars, without ever having been entered on the books — and has never since been heard of. The Sch^t was call'd the *Mercator* of S^t Thomass's was captured the 15th of May and Ord^d to the Cape. —

The above are some of the Circumstances of the last cruise of the *Experiment* which have come immediately within my own knowledge, and which are likewise well known to the Officers of the Vessel who are ready to testify to their truth — I am Sir,

with respect Y^r Obed^t Servant

JOHN ROCHE

Capt S[ILAS TALBOT]

[NDA. NO, Vol. 1.]

[13 June 1800]

Extract from a letter to the Secretary of the Navy from Captain George Cross,
U. S. Navy, commanding U. S. S. *John Adams*

[U. S. S. *John Adams*] St. Kitts,
June 24. [1800]

"On the 13th inst. off Guadaloupe, I captured the French privateer schooner *La Decade*, mounting 6 three pounders, and 31 men, fitted out at Basseterre.—The squadron has been very successful in capturing privateers the last month. Five are now lying at St. Kitts, with the American colors over the national."

General Wilkinson, his family and suite arrived here on Tuesday evening last, in a vessel from Norfolk.

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 29 July 1800.]

[13 June 1800]

Removal of certain Offices of the U. S. Government

The following Public Offices are removed from Philadelphia:
Office of the Secretary of State
Secretary of War
Secretary of the Navy, and
General Post Office.

Letters and Newspapers must in future be directed to the respective Officers at the City of Washington.

[LC, "The Daily Advertiser", (N.Y.), 13 June 1800.]

[13 June 1800]

Survey on French privateer schooner *La Decade* captured by U. S. S. *John Adams*.
Captain George Cross, U. S. Navy, commanding

We Certify, having been call'd on by Cap^t Geo: Cross, of the United States Frigate *John Adams*, to survey the French schooner privateer *La Decade*, a prize taken by him on the 13th Ins^t do give it as our Opinions that she is not Sea Worthy, & by no means Capable of being sent home, in her present Condition; her main-mast having been carried away, & all her Chain plates, & her Sails very thin, & in bad Order — & further think the Expence of putting her in Order to proceed to America, would be more than Equal to the Value of the Vessel when repair'd —

RICHARD V. MORRIS
GEO. CROSS
HUGH G. CAMPBELL
JOHN SHAW

BASSETTERRE, S^t KITTS
June 22^d 1800.

[NDA, A-8.]

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

the first part Squally and Rain
the fleet got out and Received their signals
at 5 P M stood to the Eastward with 13 American Vessells bound home under our Convoy
at 7 P M Hoisted A signal Light and stood on to the Eastward under very short sail for the fleet to keep up with us
Middle part Moderate & Rainy
at 8 A M Las Tetas of Camarioca bore South 6 Leagues Distance Eleven of our fleet in Sight
Made sail took it in as Occasions Required
Latter part Moderate and Hazy
11 of the fleet in sight and in Close order
Latitude Observed. 23°42' North
[HS of Old Newbury, Mass. NDA photostat.]

To Captain Thomas Truxtun, U. S. Navy, from Gorham Parsons

BOSTON June 14th 1800

SIR, Previous to Lieutenant Hillars leaving this Port he lodg'd in my hands One hundred Seventy Nine dollars & Nine Cents, being the One twentieth of moneys arising from the Sales of the *Mary*, & of the *Eliza* captur'd by the *Pickering*; the money arising from the Sales of the *Portland* and Cargo has not yet been receiv'd from the Marshall, and the Privateer *Active* has not been tried — It appears by a Statement sign'd by Lieutenant Hillar & the purser, that the *Mary* produc'd 1229.52 Cents, the *Eliza* 2425.65 Cents One twentieth of which 182.75 Cents deducting 3 doll's 66 Cents for distribution, leaves the

Sum of 179.9 Cents as above mention'd which I have lodg'd in the Bank subject to your order or the order of your Agent, and a draft on me at sight shall be promptly notic'd. when the money is receiv'd for the *Portland* and *Active*, you shall be immediately advis'd of it.

a number of respectable Merchants in this town, request me to mention to you, that Lieutenant Hillar so far as they have had an opportunity of forming an opinion of him, has conducted with great propriety, has been diligent & active in equipping his Vessell, and they wish provided your opinion accords with theirs, that you wou'd name him to the Secretary of the Navy for a Captaincy, they are diffident of recommending a man for promotion, when he must be so much known to you, and only ask your influence for him, provided he stands well in your estimation, with

sentiments of respect I remain,
Your humble Servant.

GORHAM PARSONS

THOMAS TRUXTON, Esq^r

[P.S.]

BOSTON July 24th 1800 —

What preceedes is copy of my letter of the 14th ult^o which I address'd you by mail, its contents I confirm and remain as yet without any reply I am in readiness to pay the sum therein mention'd, and the 1/20 of the *Portland* which has been receiv'd by me since Lieut^t Hillar left this port — with sentiments of respect

I remain your very humble Serv^t

GORHAM PARSONS

THOMAS TRUXTON Esq^r

[Jonathan Sawyer Collection, Portsmouth, N. H. NDA photostat.]

To Captain Melzar Joy of the Merchant Ship *Nancy*, from Peter C. Brooks, and Captain Joy's letter of thanks for one thousand dollars presented to him for his defence of the *Nancy* when attacked by a French Privateer

(~~See~~ Our readers will recollect the action between the ship *Nancy* of this port and a French Privateer, the particulars of which were given in the *Mercury*. Since the return of this ship, the bravery of the Officers and Seamen has been acknowledged in the honorable manner displayed in the following letter, which has produced a grateful reply:)

BOSTON, June 14, 1800.

DEAR SIR,

IN behalf of the owner and underwriters of the Ship *Nancy*, defended under your command with such singular intrepidity and perseverance, on her late voyage to Havanna, against a French privateer of far superior force, *I present you with one thousand dollars*. — Of this sum they wish one half to be divided among your people, as your good judgment shall dictate, and the other you will please to accept as a gratuity to yourself.

While the gentlemen sincerely lament the loss of one of your crew, they derive great pleasure in rendering this small tribute to the brav-

ery and good conduct which were in this instance, so successfully exercised by American seamen.

I am, Dear Sir, very truly,
Your respectful servant,

PETER C. BROOKS.

Capt. MELZAR JOY.

[Answer]

BOSTON, *June 16, 1800.*

Mr. PETER C. BROOKS.

Sir,

I received your very polite letter of the 14th inst. with its inclosure — It shall be distributed in conformity to your request, among the company of the ship *Nancy*. Please, sir, to bear our grateful acknowledgements, to the gentlemen, the owner and underwriters upon the ship, for this favour; and for the honorable mention which they have made of our conduct in defending their property on the late voyage.

Though attacked, repeatedly, by a force, greatly superior, we felt that we were Americans; and if the honor of our flag was supported to the acceptance of our country, we are amply rewarded.

The loss of one of the company was severely felt, but he fell in the execution of his duty, and his memory, we trust, will be respected by the brave.

I am, sir, with much respect,
Your obedient humble servant,

MELZAR JOY.

[Account of the Action of 25 February 1800, is not included herein, but see "The Salem Gazette" of 11 April 1800.]

[LC, "New Hampshire Gazette" (Portsmouth), 24 June, 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 14 June 1800

Moderate Breezes and clear weather

Employd clearing ship for sea Received a quantity of Sugar and Coffee which is to be delivered out to the Ships company In lieu of their back allowance of bread

AM at 3 Completed our Watering ship

AM at 4 Calld all hands to unmoor Ship Vore away on the small Bower and Unmoord

At 6 the Pilot came on board Weigh'd and came to sea Sent our Boats a head to tow out the wind being Very light, at 7 Shortnd Sail brou^t too and hoisted In the boats At 8 filld to the N^d Employd stowing the Anchors and clearing ship for Sea At 12 Moderate Breezes from the Eastward Cape Nichola Mole South 4 or 5 leagues *Ampitheatre* in company

[NDA photostat.]

Extract of log book of Lieutenant Thomas Wilkey, U. S. Navy of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 14 June 1800

First part of these 24 hours fresh Breezes and Cloudy Wea At 2 P M made the Island of Barbuda bearing North Set the Stay Sails

and Royals Saw a Sail bear^e North Set the Steer^e Sails in Chace with a British frigate, at 5 passd the Frigate in Chace & fired a Gun at the Schooner, but no Notice taken at 6 S^t Bartholomews bore W by N 6 or 7 Leag's dist, fired sev^l Guns at the Chace at ½ past 8 fired the 5th Gun w^{ch} caus'd the Schooner to alter her course at 9 finding her Standing down for us took in Sail, he Wishing to make his Escape by Shooting athaut our Stern run in to us with his Bowsprit under the Main Chains carried away his Bowsprit and our M top Mast Steer^e Sail Boom notwithstanding all our Efforts to prevent it, At ½ past 9 Board'd her the Schooner *Friendship* Ja^s Simmons — Master from S^t Bartholomews bound to Guadaloupe, he insisting on us seeing him into Port the Commodore Lay thro humanity one hour and a half for him At 10 double reef'd top Sails At 11 Tack'd Ship to the South'd At 3 A M Squally Weather At 4 Tack'd Ship to N⁴ At 8 A M the Island of S^t Bartholomews bore W S W & S^t Christophers bear^e S W by S. Let 2 reefs out of top S^t Meridian Moderate S^t Bartholomews bore S W ½ W Dist 10 Leag's S^t Martins W by N

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 14 June 1800

The first part Moderate and pleasant
Made sail and took it Occasionally
at 7 P M hove out A Signal for the fleet to take their own Course
Left them and stood to the Southward
Middle part Fresh Breezes and pleasant
at 12 Meridian the pan of Mantansa bore S S W 3 Leagues Distance
Latter part Moderate Breezes & Very Hazy
Latitude Observed. 23° 20' N

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

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

NEWPORT June 15 1800

We are honored with your favors of y^e 4 & 7 Ins^t On the arrival of the *General Greene* we will inform Cap^t Perry of your directions, that the Crew should be discharged, and paid off without delay — and we will immediately furnish all the money that may [be] requisite for this purpose — after which we will do all in our power to expedite the necessary repairs —

Inclosed is a copy of Indents of Stores wanted for the *Gen. Greene*, which we lately received from Cap. Perry, our G[eorge] G[ibbs] having understood from you, that it was probable she would proceed the same rout as the [George] *Washington*; should this be the case, there will not be so large a quantity of Stores wanted, you will please favor us with your directions if you wish any alterations in them —

The *George Washington* did not sail from here untill the 13 Inst — having been detained by Calms, & contrary winds — We suppose you will advise of her being at Philadelphia before this reaches you

Hon. BENJAMIN STODDERT —

[Newport HS. Gibbs & Channing LB.]

[15 June 1800]

To the Governor General of Batavia, from Captain Edward Preble, U. S. Navy

U. S. Frigate *Essex*,
Near NEW ISLAND, June 30, 1800.

May it please your Excellency: — I have to inform your Excellency that on the 15th inst., near Charitee, the French Privateer *La Confiance* from the Isle of France, commanded by Robert Surcoff, captured the American Merchant Ship *Altenamak*, Captain Joel Vicar, from Baltimore bound to Batavia. I conceive the place where she was captured to be within the limits and jurisdiction of your government, and now enclose you a copy of the fifth article of the treaty between Holland and the United States of America, which I have no doubt your Excellency will pay proper attention to. I likewise enclose you a copy of the eighth article respecting embargoes. I have been under the necessity of taking into custody a proa belonging to Java, in consequence of having discovered that the white man who conducted her has been acting as a spy on the Fleet under my convoy, and has been employed by the captain of the French privateer for that purpose. I have this day released the proa and people, and have given them in charge to Capt. Lelar of the Ship *Columbia*, who will take charge of her to conduct her to Batavia, and receive your orders respecting her.

I feel truly sensible of the very polite attentions with which I was honored while at Batavia, and have the honor to be, with great respect,
Your Excellency's most obedient, humble servant,

EDWARD PREBLE.
Captain in the Navy of the U. S.

To His Excellency,
the Governor General, Batavia.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

[15 June 1800]

Protest of Joel Vickers, Master of the ship *Alknomak* (or *Altenamak*), captured by French Privateer *Le Confiance*

ISLAND S^t HELENA

Be it remembered that on this day being the 15th day of September in the Year of our Lord 1800; Before me the Worshipfull Robert Brooke Esq^r, Governor of the said Island. Personally appeared Joel Vickers, late Master of the American Ship *Alknomak* of the burthen of 267 Ton or thereabouts, and upon solemn oath which he then took, did depose That he sailed in the Ship aforesaid from Baltimore Harbour in America on the 31st day of January last, with the intention of proceeding on a voyage to Batavia; but that he was retarded by the River being frozen, and the Ship being found Crank, and consequently altering the stowage of the cargo and also by the desertion of four of the Seamen belonging to the said Vessel from being able to proceed on his Voyage untill the 12th day of February following, when he finally took his departure; at that time the ship being staunch and strong, and in every respect fit to proceed on her intended Voyage: That nothing material happened whilst in prosecuting his Voyage as aforesaid, untill the 12th June, when he made the Island of Java, without making or

seeing any other land on the Passage, and came to Anchor on the 14th in Thirteen Fathom water, Claps Island bearing, South, three quarters of a mile from shore, that he got under weigh at five OClock the next morning, being the 15th and stood down for Java Head which he made at seven OClock, and at nine came up with the first point, when he saw at a distance from the fore Top Gallant Mast head, a large vessel laying at anchor under the high Land of Princes Island, that he soon afterwards saw her set sail, and stand towards him, and he then observed her to be a Vessel of War: That he ordered all hands immediately to their quarters, and exhorted and entreated them to defend themselves in case it should prove to be an Enemy, that it appearing to be a Vessel of much superior Force, he endeavoured to make all the sail possible, in order to effect an escape, and for an hour and a half the vessel gained but very little on him: but it soon afterwards unfortunately falling nearly calm. The Enemy came close up under his Lee, and that he saw her Men all prepared for boarding, all her tops filled with men and armed with Blunderbusses, her Graplings ready in her Yards, and that the Crew belonging to his said vessell on knowing her to be infinitely stronger, and of so much superior force, came forward with the Chief Mate and declared that they had no chance whatsoever of making any Resistance, and positively refused to fight or defend the vessel; and that under such circumstances and the Enemy having already fired several shot, he saw no other alternative & was therefore obliged to strike his Colours, and the ship was immediately taken possession of, with her Log Book and Papers by the Enemy aforesaid; which proved to be the French Privateer *Le Confiance*, Captain R. Surcouf Commander, mounting Eighteen nine Pounders and two Brass thirty six Pounder Carronades, and two hundred & fifty men: that being asked why they took the vessell from us, their answer was that we had the same order from our government, which shewed our Letter of Marque defensive & offensive, and that they were perfectly sure that America & France were actually at war with each other; — And the said Joel Vickers did further declare that every Effort was used by himself and Crew to prevent the said Ship being captured by the Enemy; and that in consequence of the foregoing, holds and considers himself free from all Responsibility that can or may be supposed to attach to him in consequence of the aforesaid capture of the Vessel under his Command—

Signed JOEL VICKERS

Sworn before me at the said Island of S^t Helena the day & year first above written —

Signed ROB. BROOK

a true Copy

J. D. FOUNTAIN

Sub. Sec^y

UNITED STATES OF AMERICA }
STATE OF MARYLAND To wit }

I Samuel Sterett Notary Public by Lawful authority duly commissioned and sworn, residing in the City of Baltimore and State aforesaid, Do hereby Certify, attest, and make known, That the within writing is a just, true and faithful copy of the authenticated copy of Protest of which it purports to be the copy, word for word

In Testimony whereof I have hereunto set my Hand and affixed my Seal Notarial the Seventeenth day of December in the Year Eighteen hundred —

Signed SAMUEL STERETT
Not. Pub —

[Ct. of Cl. French Spol. Case No. 478.]

UNITED STATES OF AMERICA }
STATE OF MARYLAND To wit }

I Samuel Sterett, Notary Public by lawful authority commissioned and Sworn residing in the City of Baltimore in the State aforesaid do hereby Certify, Attest and make known, That on the day of the date hereof, before me personally appeared Joel Vickers, late Master of the Ship *Alknomak* and [H.] M. Muller, late Super Cargo on board said Ship, who being severally sworn; Depose and say in addition to a protest heretofore made by the said Joel Vickers in the Island of S^t Helena, a true copy of which is hereunto annexed and to which they refer: That the day after the said ship was [word obliterated] by the Privateer *Le Confiance*, the hold of the said ship was plundered [words obliterated] people of the said privateer, of a quantity of Provisions and ship [words obliterated] consisting of Beef, Pork, Sail cloth, spare cordage, a Kedge Anchor, [words obliterated] sundry small arms, a quantity of Tar, Sugar, Tea, Coffee & Candles and a large quantity of Flour, wine in boxes and Casks, Dry Goods, Cheese, Hams, Butter & Porter, part of the Cargo of the said ship *Alknomak*: That the value of the Articles so plundered from out of the said ship was at least Ten thousand dollars according to the knowledge and opinion of these deponents; and these deponents say that the Captain of said privateer positively refused to let either of them to go in the vessel to the Isle of France in order to claim said ship, altho' the deponent Joel Vickers offered to go in chains; That these deponents asked the Captain of the said Privateer *Le Confiance* if he would have captured said ship *Alknomak*, had she been unarmed & without Commission to which he replied that, that did not make any difference, as he well knew that America was at actual war with France; These deponents lastly say that their said ship was sent for the Isle of France on the seventeenth day of June last and on the following day they were put on shore in an Indian Canoe at Tereita in the Island of Java —

In Testimony Whereof the said Deponents have hereunto subscribed their Names and I the said Notary have hereunto set my hand and affixed my Notarial Seal, the Tenth day of December in the Year of our Lord One Thousand Eight hundred —

Signed SAMUEL STERETT
Not Pub

Signed
JOEL VICKERS
H. M. MULLER

In Testimony that the within is a true and just Copy of the Original Deposition of which it purports to be a Copy I have hereunto set my

Hand and affixed my Seal Notarial the Seventeenth day of December 1800 —

Signed SAMUEL STERETT
Not Pub

[Ct. of Cl. French Spol. Case No. 478.]

[15 June 1800]

United States Provisions and Stores at Batavia

Invoice of provisions & Stores the property of the United States of America now laying in the company's stores at Batavia, subject to the order of James Seaver Esq^e commander of the U. S. Ship *Congress* & in case of his not arriving at Batavia, consigned to Jacobus Theodorus Reynot Esq^e for sale — — Viz^t

One Hundred & Sixty three bbls Beef —
One Hundred & Sixty three bbls Pork —
Eight Hogshead Vinegar —
Twenty three hh'd. Porter —
Nine Pipes of Tenneiffee Wine —
One Hhd Butter —
One Hundred & Sixty five Hh^d Ship Bread —
Fifty eight barrels Indian Meal. —
Thirty barrels Flour. —
Eleven Boxes of Soap —
Fourteen Hh'd Beans & Pease —
Fifteen Hh'd Rum. —

SIR Should the United States Ship *Congress* not arrive at Batavia on or before the fifteenth day of July next, — I wish you to dispose of the beforementioned articles at Public Auction for the benefit of the United States & remit the proceeds to the Secretary of the Navy of the United States in good bills on American Merchants, or in default thereof, to deposit it in the hands of the Company, Subject to the orders of the Secretary of the Navy. — In the mean time should any of the commanders of American Vessels be in want of any of the aforesaid articles, you will please to supply them, taking their bills on their owners at the current exchange.

With respect
Your Ob^t Serv^t

(Signed) EDWARD PREBLE
Captain in the Navy of the United States.

Batavia 15th June 1800
JACOBUS T REYNOT Esq^e

I hereby acknowledge to have received at the Companys Stores in Batavia the Aforementioned articles & will govern myself by the foregoing instructions

Signed T. REYNOT

BATAVIA 16 June 1800

(Copy)

SABAND[AAC]

[15 June 1800]

Account by Captain Meek of the American Merchant Ship *Lucia* of action with a French Privateer

Salem, July 28. Saturday arrived the ship *Lucia*, Capt. Meek, 38 days from Gibraltar. May 29, sailed from Barcelona bound to Gibraltar; met with nothing very remarkable until the 15th June, when at 10 A. M. saw a lugger privateer in chase of us; at 11 discovered her colours to be French; having Captain Smith in tow I cast him off and hauled my wind after him, but the wind being light could not come up with him; at 12 bore away, and he bore away after us and gave us two shot; we again hauled our wind and gave him 50 shot which made him sheer off, and the wind being light could not come up with him. June 17, saw a ship, under American colours, sailing out of Algeziras, bound out of the Straits. Left Gibraltar 18th of June, under convoy of an English 74 gun ship, in company with the brig *Phoenix*, Capt Smith, of this port. July 4 lat. 37, N. long. 35, W spoke sch'r *Dorcas*, of Barnstable, from Boston, Nath'l Gage, master, out 22 days, bound to Madéira, all well.

During the violent thunder storm on Friday night Capt. Meek had 3 men struck with Lightning on the main top sail yard;—one of them had the heel of his shoe taken off, and no other damage done.

[LC, "The Mass. Mercury", (Boston, Mass.), 29 July 1800.]

[15 June 1800]

Removal of Navy Offices and Personnel to Washington, D. C.

UNITED STATES

To C. W. Goldsborough — D^r

Expences incident to removal from Phila ^d to this place —	
Stage hire — self & baggage —	29
Expences on the road —	16. 50
Extra Expences previous to procuring private	
Lodgings	24. —
Porterage & damage of Trunks.....	6. 50

Doll's. 76. —

2nd Aug 1800

C. W. GOLDSBOROUGH —

[GAO. No. 12, 182.]

[15 June 1800]

Removal of Navy Offices and Personnel to Washington, D. C.

The UNITED STATES

To Abishai Thomas D^r

For expences incident to removal from Philadelphia to the City of Washington Viz:

Stage fare for Self & Baggage-----	\$20. 20
Expenses on the road-----	9. 86
Board &c at Tunnicliff's Hotel & the Union Tavern previous to procuring private Lodgings 4 weeks & 3 days-----	58. 24
From which deduct this sum, equal to what it cost me at private Lodgings for an equal period----	31.
	<u>27. 24</u>

Dollars 57. 30

Navy Department August 2nd 1800

A. C. THOMAS

The foregoing Statement comprehends the expences incident to my removal to the City of Washington, hitherto incurred But having yet to remove my family other expences will accrue, which will of course be the subject of an additional claim.

A. C. THOMAS

N DEP^t 2nd Aug^t 1800.

[GAO. No. 12, 182.]

[15 June 1800]

Removal of Navy Offices and Personnel to Washington, D. C.

The UNITED STATES

To Jeremiah Nicols J^{sr} D^r

To Stage Hire &c from Philadelphia-----	} 19. 50
To City of Washington-----	
To expences on the Road-----	10. 00
To extra expenses at Tunicliff's & Suter's Tavern prior to obtaining private Lodgings-----	24. 00
	<u>\$53. 50</u>

4th Aug^t 1800

Errors Excepted —
JEREMIAH NICOLS J^{sr}

[GAO. No. 12, 182.]

[15 June 1800]

Removal of Navy Offices and Personnel to Washington, D. C.

The UNITED STATES

To George Sutherland Messenger to the Navy Office — D^r

1800

Aug^t 1 For expences incident to removal to the City of
Washington — viz —
Carriage Hire for my Wife & Children from Phila- } \$37.
delphia

Travelling expences	20. 62
My own expences including Horse feed & c by way of Lancaster, York & Frederick with the Waggon conveying public papers	34. 41
Boarding in Geo. Town previous to procuring a House	11.

Dollars 103. 03

Navy Office Aug. 2nd 1800.

GEORGE A. SUTHERLAND

[GAO. No. 12, 182.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 15 June 1800

the first part Moderate and pleasant
Made and took sail as Occasions Required
at 5 P M the fort at Jaruca fired two shot at us our American
Ensign Hoisted some time before the[y] fired at us
at 7 P M El Rincon bore S W b W 2 Leagues Dist
Middle part Moderate and pleasant
three sail in sight to the Eastward
at 8 A M the Moro bore South 2 Miles Dist
at 9 Hoisted out the Barge the Capt went on shore
at 10 Anchored in Havana with the Starboard bower Moored with
the stream stern up the Harbour
Latter part very Moderate & pleasant
[HS of Old Newbury, Mass. NDA photostat.]

[16 June 1800]

Certificate of William Eaton, U. S. Consul, Tunis

I certify that the Ship *Heroe* has delivered her cargo at Tunis according to contract; and that there is due from the United States to her owners and concern a demurrage for twenty days, @ fifty dollars per day, as per certificate of contract endorsed on her bills of lading —

Tunis 16th June 1800 —

WILLIAM EATON
Agent & Consul of the United States
at Tunis

Dols. 1000 —

The pieces of oak plank delivered by the *Heroe* are *five hundred & seventy six* — the Shot *twelve thousand and sixty* — Every thing else as in the bill of lading and invoice —

Pieces oak plank.....	570
Shot.....	12060

[SDA. Tunis. Vol. 1, 1797–1800.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 16 June 1800

Commences Continues & ends with more Wind than has been Usual in this place — Deliverd to Ship *Franklin*, 4 Empty Wine pipes, 3 Puncheons & one Porter Cask. At 7 Am made signal for the fleet to sail & fired one Gun. At 9 made Signal to get under way & fired one Gun. Up Anchor & saild for Onroast with part of the Fleet. At 12 Anchord off Onroast $5\frac{1}{2}$ fathoms Water, muddy Ground P^t Outong [?] bearing NW 3 leagues. lost the buoy to buoy Anchor. Onroast bore NE b E $\frac{1}{2}$ E, 1 mile the Tower in Batavia bore SE b S. 4 legues 5 Ships & 2 Brigs at Anchor with Us. moord Ship with Kedg Anchor. Rec^d one Hhd with Butter Firkins in it, Rec^d some Plank & Board for Carpenters use. 5 sick men on board. Sent a Midshipman & 5 hands on board the Brig *Sally* of Boston, to assist them in Working down to Onroast. Viz^t Jon^s Kendall, Jn^o West, Jn^o Beard, Ged^s Southworth & Jn^o F. Clarke, Remain on Board Kendall & Beard, Sent on board S[h]ip *Smallwood*, a Mid^s & 7 hands to help them who remain on Board viz^t M^r Stubbs, Jn^o Vincent, Peter Benett, W^m Howard, W^m Vary, Geo^s Clarke, Matt [or Mall] Howard & David Gregory. Shipd 1 Ordinary Seaman

[LC, EPP, 1799-1800.]

[17 June 1800]

Extract from a letter to Secretary of the Navy from Lieutenant John Shaw, U. S. Navy, reporting capture of French Privateer Schooner *La Cygne* by U. S. Schooner *Enterprise*

[U. S. Schooner *Enterprise*]

St. Kitts, June 21 [1800]

"I have the honor to inform you, that on the 17th inst. I fell in with the French privateer, *La Cigne*, of 4 guns and 57 men, off Guadeloupe, she engaged me for 20 minutes, when she struck her colors — I have brought her in here."

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 29 July 1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 17 June 1800

First part of these 24 hours pleas^t Breezes and Cloudy At 1 P M took in our Stay Sails At 2 brought the Schooner too, in top Gal Sails up Courses and Board'd her, the *Baltimore* — Sloop of War in Sight She prov'd to be the *Resource* of St Thomas's bound to Guadeloupe A Olivers Master 4 Days out At 3 Dismist her, Cargo Sundries Goods Tack'd Ship to the South'd, the *Baltimore* to the North'd —

At 4 P M made Sail at $\frac{1}{2}$ past 4 the South part of Nevis bore N W dist 3 Leag's Ro Dundo East and the South end of Monseratt S E by E At 7 P M Rodundo bore E N E At $\frac{1}{2}$ past 10 haul'd the Main Sail up took in the Jib and Mizzen At 11 P M haul'd the foresail up — At $\frac{1}{2}$ past 1 A M back'd the Mizzen top Sail

At 8 A M Ro Dundo bore E N E

At Meridian abreast of Bassterre Roads haul'd the Courses up and sent the Cutter a Shore with Lieut^t Cassin for a Pilot for Old Roads Laying off and on

[NDA, original.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from Second Lieutenant Newton Keene, U. S. Marine Corps

[U. S.] Ship *Connecticut*
St. Kitts, 18th June, 1800

Col^o BURROWS.

SIR, We arrived here this Morning with a schooner which we recaptur'd off Guardalope yesterday Morning & from the 1st to the 7th of this month Captur'd & sent into this port two French Privateer schooners mounting two Guns each fifty men, & recaptured a Brig Belonging to Balt^o Loaded with Flour. The Marines are all well except John Galligher who has been for some time past unwell with the Rheumatism. The Surgeon of the *Connecticut* thinks it more advisable to Send him on Shore for a few days to the Hospital which I shall consent to. A part of the men under my Command when they left the United States had not received the whole of their years Cloathing for those I have purchased Shirts & Overalls & shall make them reimburse me out of their pay, indeed all of them are in want of some Articles which I shall Endeavour to Supply them with.

Some time Since off Portorico meeting with the U. S. Brig *Richmond* & hearing there was no Marine Officer on board, I went on board to see how the Marines were treated & am pleased to have it in my power to inform you that Cap^t Laws conduct to them, I have no doubt, will secure him the esteem of every Officer in the Corps; he Observed to me, they were the best men he had; In my Letter of the first of May last by the Way of Norfolk I informd you at the request of Capt Tryon, I had Sign'd Powers of Attorney in favour of Some of the Marines, for a part of their pay. Fearing that letter may not have got to hand, I now again beg leave to insert the Names of those who had powers granted them with the time their pay will commence I have

the Honour to be
Your Obd^t Servant

NEWTON KEENE
Lt of Marines on board
the U. S. Ship *Connecticut*

James Wilson (Corpl)	pay come ^g 1 Oct ^r 1799
Peter Doyle (Private)	pay come ^g . 1 Oct ^r 1799
Philip T McBarron [?]	do do
Andrew Corydon	do do
Thomas Taylor	do do
Jeremiah Gilchell	do do
Caleb Chappell	do do

N. K.

[P. S.] Since writing the above the U. S. Schooner *Experiment* [*] (Capt. Shaw) has arrived with a French Privateer Schooner of five guns 150 men. She came to action with the *Experiment* supposing She was a letter of marque. on board the *Experiment* there was one Marine Killed & Two Sailors Wounded after the Action in Discharging the Cannon one of the Marines got his right Hand blown off above the Wrist (Seven Killed on board the French Privateer & Eight wounded) I hope Serg^t Summers has Answered the Character I gave you of him & that he is promoted in the Corps

Marine Killed Mich^l Magill — Ent^d
 “ Hand Shot off, John M^e Neal — Ent^d

N. KEENE

[* Lieutenant John Shaw, U. S. Navy, commanded U. S. Schooner *Enterprize*, not the *Experiment*.]

[MCA. LR, 1800.]

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

[WASHINGTON, D. C.]

NAVY DEP^t 18th June 1800 —

Mess^{rs} S. HIGGINSON & Co —

GENTLEMEN I arrived here only on Sunday and have only opened my Office this day, and am still without my Books and Papers I can only say in reply to your favour of the 10th Inst. that the Frigates at New York, altho' they will be ready in all other respects very quickly, can't proceed to sea, until the anchors arrive from Boston. M^r Gibbs appears to have on hand one anchor of 6685 Lbs and one of 6006 Lbs. the latter a little too large may answer for the Frigate *President*, and should be sent on with the one you have received, unless you can immediately get the others, engaged from M^r Cushing. The anchors made by Townsend, and delivered at New York, for the Frigates are good for nothing, not one of them will answer, the *President* is the largest Frigate, it is intended she shall be the first dispatched. If the anchors for the other frigate should be a little delayed, the inconvenience will not be so great. I hope you will be able to make up at least three anchors on receipt of this, with or without the one in the hands of M^r Gibbs, to send immediately for the Pres^t

I am &c

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 18th June 1800 —

THOMAS FITZSIMONS Esq^r

SIR I am obliged to you for your attention to my request, to communicate to me such Ideas and information as might be useful to me in making such a disposition of our little Navy, as might best answer the end of its institution — The Brig *Pickering* sailed from Boston the 10th June, to cruise six weeks principally between the Latitude of Bermuda and Cape Hatteras. The Commander is an active and enterprising man, and well qualified to do good Service. The Frigate *Chesapeake* sailed from Norfolk about the 6th June, bound to Charleston, thence to New Castle, but will employ a few days in looking after the French Cruisers said to be near the Coast — As soon as possible, & it will be very soon, other Vessels shall be sent on this Service — Nearly one half of all our Vessels have been sent to the Guadaloupe station, and pointed Instructions given to the Commanding Officer, to keep one or more cruisers constantly about Porto Rico. the same

Instructions have been given to the Commanding Off^r at St Domingo, and I had confidence that neither Guadaloupe or Porto Rico, tho' not a place of rendezvous for our Navy, would be neglected — I shall repeat the orders to these Commanders, and will endeavour to profit by your Communications, which I hope will be frequent, feeling the utmost solicitude that nothing in the power of the Navy for the benefit of the Commerce of the whole Country, should be neglected, and that Phil^a in particular should experience no diminution in the attention to the Commerce of that place, by the removal of the Gov^t

I am &c

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 18 June 1800

First part of these 24 hours Light Winds and pleas^t Wea Laying off and on abreast of Bassterre —

At ½ past 3 P M the Boat return'd with a Pilot made Sail for Old Roads —

At ½ past 4 came too in Old Roads in five fathoms Water with the best Bower and got the Stream out a Stern to Steady the Ship —

All hands Employd Clearing away to Water Ship

[NDA, original.]

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

[WASHINGTON, D. C.]

Navy Dep^t 19 June 1800

Cap^t MURRAY

SIR, It was always intended you should proceed from Norfolk to St Domingo to relieve Cap^t Talbott, who will now be kept out longer than his time. — the moment you receive this, repair to that station.

I have the honor &c

N. B. 3 copies sent to M^r Hollingsworth Wilmington to be forw^d by the *Neptune* —

1 to Murray alone

1 under cover to D M Clarkson

1 to Commanding Officer on St Kitts Station

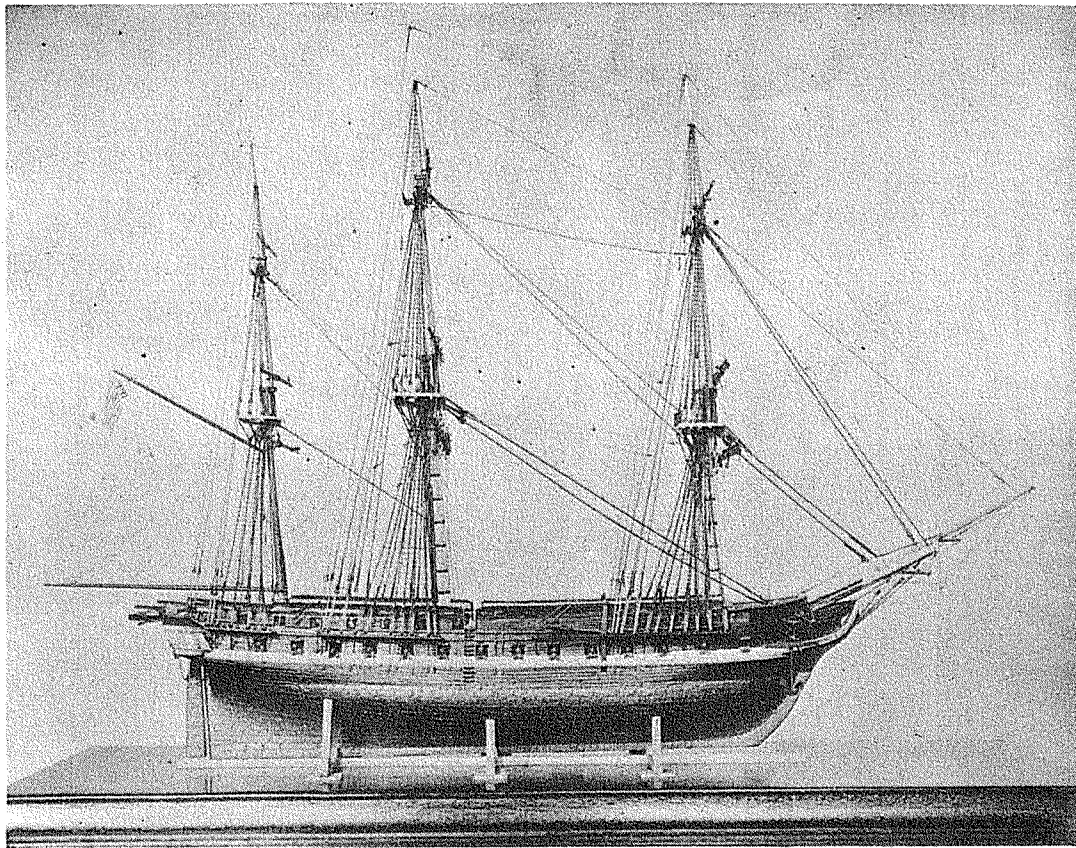
[NDA. OSW, Vol. 4, 1800–1801.]

[19 June 1800]

Extract from a letter from the Supercargo of the American Brig *Louisa*, Captain Maffet of Philadelphia, one of Convoy of U. S. Brig. *Norfolk*, concerning encounter with a French Privateer

CARTHAGENA, July 30, 1800.

"I arrived here on the 26th ult. after a passage of 30 days from the Capes, in company with the United States brig *Norfolk*, and brig *Maria*, Capt. Conyngham.



MODEL OF U. S. FRIGATE CHESAPEAKE.

On the 19th ult. in lat. 18, 48, N. the island of St. Martins bearing S. by W. about 8 leagues distant, at 2 P. M. saw a schooner bearing down upon us, which proved to be a French privateer of 14 guns, and at least 120 men — We all immediately shortened sail and prepared for action, but Capt. Calvert hailed and ordered us to make sail and keep our course, with which we complied, till we saw him round to and lay his main top-sail to the mast, when we did the same. The Frenchman was at this time within about half gun shot of us, when he hoisted a colour and fired a gun. When he got so near that we could distinguish plainly every person on board prepared for boarding, with their shirt sleeves rolled up, the *Norfolk* fired into him, four or five broadsides; at length they were along side of each other at the distance of pistol shot, when a smart engagement ensued, which lasted about ten minutes, during which time the *Norfolk* fired at least fifteen rounds of all the different kinds of shot that are used in vessels of war, besides about three hundred muskets, and I have no doubt that the Frenchman lost fifty men or upwards. He got away at last by hauling upon a wind: we all however chased him three or four hours, and the brig *Louisa* got so near, as to fire, and shot over him. His main topsail sheet and jib haliards were shot away, but he soon re-placed them."

[LC, "The Salem Gazette", (Salem, Mass.), 23 September 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding Thursday, 19 June 1800

Moderate breezes and cloudy At 2 bore up and ran down towards Tortugas to Join the *Amphitheatre* that had been ordered Into Port a Paix, at 6 hauld on a wind to the Northward the East end of Tortugas WNW 4 leagues

Carryd an easy sail during the night working to windw^d

At Daylight saw Cape francois bearing S SE 6 or 7 leagues.

Employd Washing and fumigating between decks

At 12 Moderate breezes from the Eastward Cape francois South twelve leagues

Latitude Observed 20° 36' North

[NDA photostat.]

Extract from Journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 19 June 1800

Light & variable Winds & very hot weather Rec^d 44 bags Rice & some heavy Plank or Timber from Onrust for Carpenters use At 7 Am made signal for the fleet to prepare for Sailing & fired one Gun. Unmoor'd Ship. At 8 Am made Signal to Get under way & fired a Gun, hove up & made sail with 12 sail in Company, & one in Sight under way from Batavia to join the Convoy. At 10 Am passed Middleburg island, & pass'd & out saild all the fleet. At meridian off the Is^d of Cambays. Continue in the fair way Depth of water from 6 to 11 fathoms

Seven Sick men on Board

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding
U. S. Ship *Ganges*, 19 June 1800

At $\frac{1}{2}$ past 2 we were spoken by the brig *Sussanna* who informed us of the death of her Captain.

At $\frac{1}{2}$ past 7 sent M^r Samuel Cummins to take command of her (the Brig *Sussanna*) and with him 2 men.

Lat. 22.24 N.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia, Captain Stephen Decatur (Senior), U. S. Navy, commanding,
Thursday, 19 June 1800

First part of these 24 hours fresh breezes and pleas^t Weather
At 9 P M Completead the Water At 4 A M Weigh'd and got under-
way for Bassterre At $\frac{1}{2}$ past 8 took in top Gal Sails At $\frac{1}{2}$ past 9
came too Bassterre Roads in 10 fathoms Water the S W part of
Nevis bearing S W by S and the N W point of S^t Christophers W
by N the Center of Bassaterre N W by N $\frac{1}{2}$ N 2 Miles Distance —

[NDA, original.]

To John Caldwell, Hartford, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy dep^t — 20th June 1800 —

JOHN CALDWELL Esq^r

SIR I am hon^d with your letter of the 14th Inst, and am extremely mortified at the information it contains of the losses sustained, in the capture of their vessels, by the Merchants of your state. We have vessels enough in the Neighbourhood of Guadaloupe, and have had for months past, to block up every Port in the Island — I am persuaded our officers are not yet so corrupt, as to suffer captures, for the Profits of recaptures, and I am unwilling to believe that they are loosing their activity. I can only urge them to more vigilance, which I shall certainly not neglect to do.

With respect to the Salvage taken by the Agents for the *Eagle*, [Hugh G.] Campbell, from the Sloop *Ann*, Reuben Barnes Master, — The Captain & Crew, no doubt must refund what their agent has taken too much, I will by every opportunity apprise Capt Campbell of this, that he may be prepared on his arrival to meet the demand. I expect he will be in the Country in Aug^t. I know of no other step in my power to take on this subject —

I am &c

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate
Constitution, Captain Silas Talbot, U. S. Navy, commanding, Friday, 20 June 1800

Fresh Breezes and cloudy at $\frac{1}{2}$ Past 12 Tackd to the Southward
At 2 saw a strange sail bearing SW by W Bore up Set top gallant
sails and gave chace at $\frac{1}{2}$ past 3 Shortnd sail brou^t too and Joind

company with the *Amphitheatre* she being bound to Cape Francois Continued Standing In shore till 9 pm at which time we Tackd to the Southward

Working to windward all night under an Easy sail

At Daylight Saw Cape Francois bearing S by W six or seven leagues

AM at 8 Tackd to the Northward Employd Rowsing up the best bower cable and cleansing out the Tiers

At 12 Fresh breezes from the Eastward Cape Francois bearing S SW 11 or 12 leagues

Latitude Observed 28° 38' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 20 June 1800

Commences with light airs of wind from the N^e At 2 pm. discovered that all the fleet had passed the Shoal off Point Outong[?] — Java & were under all Sail after us. At 3 pm the wind headed So that Man Eaters Is^d bore W B N 2 miles. 7 fathoms water, tack'd Ship & stood for Cambays Island. At 4 tackd & stood in the fair Way. made the Isl^d of Pulo Babee bearing WNW ½ N. D 4 leagues Short-end Sail for the fleet to keep up with us. Light winds & pleasant. At 5 made Signal for the fleet to observe the motions of the Commander. At 6 pm. Anchord in 10 f^m Water, over a bottom of mud Pulo Babee bore NW ½ W 3 leagues — Point Nicholas bore W b N 6 leagues — Great Cambays bore NNE. 2 leagues — Man Eater's Island bore E. SE ½ E — At 7 pm Shew'd a Top light to be kept on board for the Night. At ½ 5 Am made Signal N^o 1 & At ¾ 5 made Signal 4. ans^d Got under way & stood on for Bantam At 11 Am 13 sail of the fleet in Company & in sight astern. Ship with topsails on the Caps to keep Company with the fleet Sounding in the fair way from 12 to 16 f^m At meridian Pulo babee bore NE b E. 2 leagues Pulo Tonjong bore SW — 2 leagues. P^t S^t Nicholas bore W D^e 4 leagues — Whipped Porter Cook a marine for sleeping on his post when a Centinel. Eleven Sick men on Board.

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 20 June 1800

[In Basseterre Roads] First part of these 24 hours fresh breezes and Cloudy Wea Employ'd Painting and Cleaning & Black'g the Bends — Stoweing provisions and on Sundry Jobs about the rigging hoisted the Cutter out At ½ past 2 the Commodore went a Shore

[NDA, original.]

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

CURACAO 21st June 1800

SIR I Had the Honour a few days ago to receive your Letter of the 8th April, & presuming I shall not offend, will take the Liberty to offer

a few remarks respecting the directions for my reimbursement for supplies to the Navy & C^t

If you will please to refer to the original instructions attending my Commission, you will perceive that I am order'd to Correspond with the Secretary of State &c &c w^{ch} I have uniformly adher'd to — but at that period, the United States, had no Navy — no Instructions on that Head were given — Since then I have been call'd upon frequently for supplies by the United States Vessels of War, & as I did not possess any New Instruction, I did not know that I erred by drawing on you as usual, Since my last Letter the *Delaware* has received supplies at Sundry times & as I have already drawn on you as intimated in mine of 22nd March for part of the amount, & as the *Delaware* is returning home (with a Convoy of 4 Ships & 3 Brigs) & as I shall not be call'd on again for her Account, I conceive it will not be consider'd wrong on my part to close my Account Current at this time as formerly & on future occasions I shall attend to the distinctions pointed out. —

I continue to think it the Duty of the United States to have a Ship of at least 30 Guns in or near to this place for the protection of the Americans & their property, whether Transient or Establish'd, & if my former advice sh^d be adopted of sending a Ship here, to keep in Check the *Vengeance* & french machinations, — I think it will be well for the United States to send out such supplies as may be wanted.

The Captain of the *Delaware*, I am persuaded can account for his conduct, in a satisfactory way — it is his province to do so — as far as the reflection contain'd in your Letter is aim'd at me, I conceive it unnecessary because I have at different periods communicated to you our situation — & well grounded apprehensions both for our Lives & property.

I request you will place to take Notice that the Draft in favor David Maffet advised of the 19th as dated the 18th April for 1000 \$ has not been issued.

I have now to Advise you that since my last, I have drawn on you at 30 D. S^t

June 4 th favor Hector Scott.....	\$1, 000
17 favor Robert Conn.....	1, 000
21 June A A Beutner[?].....	800

The *Vengeance* is yet here, & it is not propable that she will be fitted out for want of the means Guadaloupe cannot, Curacao will not, furnish any thing — an application is gone to Caracas & it is propable nothing will arrise from it.

The papers w^{ch} I have now the Honor to send you are

N^o 1, Supplies to the *Delaware* closed the 10th June

2, ditto to ditto closed the

3 — Acco. of Doctor Forbus — & nursing sick Seamen

4 — Copies of my Letters to Capt. Baker dated the 5th & 11th June.

I have the Honour to be most respectfully

Sir

Your ob^t Serv^t

B. H. PHILLIPS

The SECRETARY OF STATES
for the United States of America
at Philadelphia

0. per Ship *Delaware*

[SDA. French Spol. CA, Curacao, 1797–1801.]

To Master Commandant Richard Law (junior), U. S. Navy, from Captain Silas Talbot, U. S. Navy

(A Copy)

U. S. Frigate *Constitution* 21st June 1800

Lieu^t RICHARD LAW,

SIR, On receipt of this, you will proceed with the Brig *Richmond* under your Command, off Cape Nicholas Mole, and from thence to the plat-form in search of the U. S. S. *Trumbull*, when you meet with that Ship, you will deliver my letter to Captain Jewett —

It will be your duty to continue cruising in Guanaba to destroy Rigauds arm'd barges, and to protect the trade of the U. S. to, and from port Republican, and its neighborhood so far as it can be carried on agreeable, to the Presidents proclamation. You will be carefull to sail every fourteen days from the Mole, and take under your Convoy all American vessels bound up the Bite, and in like manner you are to sail every fourteen days from port Republic, and Convoy all American Vessels out of the Bite, on their passage home &c^t collecting on your passage out any of our Vessels that may desire your protection, from the port of S^t Marks &c &c.

You will be Vigilent, and at all times on your guard against the Enemies Barges to prevent any surprize or Cap[t]ure of our Vessels that my be under your Convoy —

All arm'd French Vessels may be captured that have not General Toussaints passport, and that of Doctor Stevens also, if they are not armed they cannot be captured, nor can they be captured within one Gun Shot of the shore.

You must turn over to the *Trumbull* all the people, on board the *Richmond*, that belong to the *Herald* and you will continue to Convoy the American Vessels, to and from port Republic, until further Orders

I have the honor to be,

Sir,

Y^r Humble Servant

signed SILAS TALBOT

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

[about 21 June 1800]

An indent of pursers stores wanted on board the U. S. Frigate *Congress*, for 340 Men, for six months

133	Barrels.	Beef
133.	d ^o	Pork
8840.	Pounds	Fish
61880.	d ^o	Bread
6630	d ^o	Cheese
2210	d ^o	Butter
23	Barrels	Flour
3866.	Gallons	Spirits
8840	Pounds	Rice
208	Bushels	Beans
350.	d ^o	Potatoes
12.	Chaldron	Coals

600. Gallons Vinegar
 25. Cords Wood
 2000 pounds Candles.

CHARLES MORRIS *Purser*

U S. Frigate *Congress*

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

[about 21 June 1800]

Dimensions of Cannon For U. S. Frigate *Congress*

<i>18 Pounds</i>			<i>12 Pounds</i>		
Diameter of the base Ring	19½	Inches	16¾	Inches	
D° of the Trunnian Ring	16	D°	13¾	D°	
D° of the Trunnians —	5¼	D°	4½	D°	
Length from the hind part of the Base Ring to the fore- side of the Trunnians	41	D°	36½	D°	
Length of the Cascabel	10¾		9½		

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

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

[WASHINGTON, D. C.]

Navy Dep^t 21 June 1800

M^r CHARLES MORRIS
Balt^e

SIR Having written to you yesterday, I have nothing to observe in answer to yours of the 19 ins, further than that you should loose not a moments time in geting the men directed by Cap^t Sever down to the *Congress* — that vessel must sail immediately

I am &^c

[NDA. OSW, Vol. 4, 1800–1801.]

[21 June 1800]

Statement of William Merrihew, Prize Master of the Polacre *Emmanuel*

Report of William Merrihew prize master to the Polacre, called *Emmanuel* taken by the United States ship *Baltimore*, Capt: [Master Commandant William] Cowper, viz:

That the said Polacre was taken on the 21st June, and himself as prize Master and midshipman and eight men including two prisoners were put on board to proceed to Norfolk; That on his passage in, two of the men died about eight or ten days ago, which he conceived happened more from the great fatigue they underwent from being weakly manned and for want of necessary provisions: That the other crew are, and have been very healthy, ever since they have been on board, and that no yellow fever or any other infectious disease has been on board the said Vessel

(signed) WILLIAM MERRIHEW

JULY 12th 1800

[Va. SL. NDA photostat.]

[21 June 1800]

Statement of John Brown, Pilot of Polacre *Emmanuel*

The report of John Brown, pilot of the prize Polacre — says, that he has been on board of her for five days, and came into the Capes night before last, none of the People have died since, and that the crew now on board have every appearance of health, that there was three other pilots on board the Ship and that they worked the ship as they were weakly manned

(signed) JOHN BROWN

[Va. SL. NDA photostat.] _____

[21 June 1800]

Statement of Jonathan Whilbdin and Simon French concerning health conditions on board Polacre *Emmanuel*

We the subscribers came in the Polacre within mentioned, and Jonathan Whilbdin being on board about ten days, and Simon French only half a day are both of opinion, that no infectious disease is on board her — July 12th 1800

(Signed) JONATHAN WHILBDIN
SIMON FRENCH

[Va. SL. NDA photostat.] _____

[21 and 23 June 1800]

Extract from a letter to Secretary of the Navy from Master Commandant William Cowper, U. S. Navy

[OFFICIAL.]

[U. S. S. *Baltimore*,] at sea,
June 24, 1800.

"On the 21st instant, I captured the French ship *Manuel*, [or *Emmanuel*] with a cargo of sugar and dye wood and have sent her for Norfolk.

"On the 23rd, I recaptured the American schooner *Jolly Robbins*, of Rhode-Island, and sent her for St. Kitts, where she arrived safe."

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 24 July 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 21 June 1800

Fresh Breezes and cloudy Working to Windw^d

At 2 Saw a strange Sail bearing East Set the Mainsail and Gave chase at 4 answerd the private Signal of the chase at 4 Shortnd sail and Spoke the chase she prov'd to be the British Frigate *Apollo* on a cruise

At 5 Filld and Made sail to the Southward At 7 Tackd to the Northward Continued Working to Windward during the Night under Short Sail

Spoke a Schooner from Charleston South Carolina bound to Jamaica

At Daylight Saw Monte a christo bearing SSE Eight or Nine leagues

Cutt the best bower Cable in a place where it was chafed and Spliced it again

At 12 Fresh breezes and cloudy from the Eastward the Monte S by E 11 or 12 leagues

Latitude Observed 20° 39' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 21 June 1800

These 24 hours first part moderate breezes from the North^d & very hot weather — Continue in the fair way with all the fleet astern 'till near 6 oClock. At 5 Pm spoke a prow with Americans on board, bound for Batavia, who were taken by a french Ship in the Straits of Sunda, about a week ago in the Ship *Alknomak* of Baltimore, 7 of the Sailors came aboard of us. These men informd us that 24 hours before their Seeing us, they saw the french armd Ship who was from the Isle of France at Anchor near Anger point At 6 made signal for the fleet to make a harbour or find Anchorage. Stood in for Pt Nicholas & Anchord in 25 fathoms water muddy ground, about a mile from the Java Shore. Button Island bore W $\frac{1}{2}$ N. 2 miles. Pt Nicholas bore S B W $\frac{1}{2}$ W. $1\frac{1}{2}$ miles the Easternmost land in sight bore NE B E 1 league. Made Signal for the fleet to anchor. Come on dark, counted 11 sail at anchor, in the Channel the Water is deep & a very Strong Current setting westerly — In the morning found the Ship *Smallwood* was missing. Sent the Barge toward thwart Isle with an Officer in quest of her. Did not find her Continue at Anchor. At Meridian saw a sail to west^d of us. Call'd all hands to Quarters, & exercisd part of the Main Battery — 12 sick men on Board —

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 21 June 1800

First part of these 24 hours fresh breezes and Squally — Sending on Shore Spare Spars a Main Yard Mizen top Mast an old Jib Boom part of the Old fore top Mast & some light Spars Stoweing away provisions and got the Starboard Cable on the Platform at 10 P M got the Barge in —

Midnight Squally with rain —

At Day Light sent the Cutter a Shore and got under way and stood Off and On for the Boat —

At $\frac{1}{2}$ past 9 A M the Boat return'd with some Ships Stores, hoisted her in and made Sail to the South'd

Arrived this Morning the U. S. Ships *John Adams Merrimack* and Brig *Schammel* with a Convoy —

At Meridian the SE point of Nevis bore E by N the Northernmost point N by E Dist 4 Leag's

[NDA, original.]

To Jacobus Theodorus Reynst, Sabandaac, Batavia, from Captain Edward Preble,
U. S. Navy

[U. S. Frigate] *Essex*, June 22, 1800.

DEAR SIR: — I have this moment discovered a French Privateer off Pepper Bay, and as soon as the wind breezes I shall proceed in chase of her. At present I have the whole Fleet (convoy) of thirteen sail with me. I beg you to accept my best wishes for your health and happiness; and my thanks for your polite attentions while I was at Batavia. Please make my best respects to the Governor General. I fear this French Privateer will do much mischief if I do not catch her, but I am determined to have her if leaving the Fleet at sea, and returning to the Straits will effect it.

I am in hopes the *Lapwing* and the *Magnus* will join us here, or at Mew Island. I shall write you again before I leave the Straits.

Please to inform the Governor General that the French Privateer has taken an American merchant ship within the limits and jurisdiction of his Government, which by the 5th article of our treaty with Holland he is to demand to be restored, in default of which the United States will demand restoration of the Dutch Government.

I have the honor to be, with great respect,

Your obedient, humble servant,

EDWARD PREBLE.

JACOBUS THEODORUS REYNST,

Sabandaac, Batavia.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 22 June 1800

Fresh breezes and Hazy weather, At 2 saw a strange sail bearing E SE set the Mainsail and Gave chase, At $\frac{1}{2}$ past 5 answer'd the private Signal of the chase, at 6 shortn'd sail brou^t too and Joind company with the United States Brig *Richmond*. Received from her the french prisoners sent on board her the 10th of June from the *Constitution*. At 7 Bore up and parted company with the *Richmond*.

At 8 Brought too with the Main Topsail to the Mast Ships head to the Southward Cape francois supposd to bear SW by S four or five leagues Kept the lead Going till 12 at Midnight then Tackd to the Northw^d.

At Daylight Saw Cape francois bearing S SW six or seven leagues and five strange sail to the Eastward let out 2^d reef of the topsails and Gave chase at 6 split the Main sail unbent it and bent another at 10 Shortnd Sail and boarded the Van which was two Schooners a Sloop and a brig from Charleston bound to Jamaica and a Schooner from Newyork bound to Cape Francois.

At 12 Cape francois bore SW by S 6 leagues

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 22 June 1800

first part, light winds inclining to Calm At Anchor off Pt Nicholas. At $\frac{1}{2}$ 2 the Captain returned from on board the *China*, & ordered the Signal N^o 4 to be made, hoisted in the Barge & got under Way. Stood down for Anger roads. At $\frac{1}{4}$ 4 Pm. made Signal for the fleet to Tack. Tack'd & stood to NNW At $\frac{1}{4}$ 5 Pm, made Signal for the fleet to tack, tack'd Ship & stood for Cap island. the *Smallwood* returned to the fleet. Soundings from 20 to 32 fathoms water — At 6 made Signal for the fleet to observe the motions of the Commander. At $\frac{3}{4}$ 6 tack'd Ship to the NW. At $\frac{1}{4}$ 7 tack'd to the Southward. At 8 came to with Stream Anchor in 24 fathoms water. At the same time made Signal for the fleet to Anchor. Shew'd a Toplight. At 7 Am hoisted out the Cutter & sent her on Shore with an Officer to obtain refreshments for the Ship. At 9 Saw a strange Sail to the Westward. made a Signal for the boats to return. At $\frac{1}{2}$ past 9 hoisted in the Cutter, loos'd Topsails. Moderate airs of wind. Current setting to Eastward. Twelve sick men on Board —

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 22 June 1800

First part of these 24 hours fresh breezes and Cloudy — At 2 P M Spoke the United States frigate *Adams* Convoying a fleet of 12 Sail to S^t Christophers At $\frac{1}{2}$ past 2, reef'd Topsails —

At 5 P M Tack'd to the North'd and let the 2nd reef out of the fore and Main Topsails Set top Gal Sails and Spanker, Saw a Schooner Standing to the North'd — At 6 P M Ro Dundo bore E $\frac{1}{2}$ N the South End of Nevis N N E — At 7 Tack'd Ship to the South'd & East'd At $\frac{1}{2}$ past 7 the South part of Nevis bore N by E dist 2 Leag's —

Midnight Tack'd Ship to the N^d and East'd At 4 A M Tack'd to the South'd and East'd At 5 Saw a Sail to the East'd and one to the West'd Tack'd Ship to the N^d and E^d Brail'd the Mizzen up and set the Spanker and top Gal Sails —

At $\frac{1}{2}$ past 6 A M Tack'd to the South'd and East'd and gave Chace, At 10 Board'd the Schooner *Phenix* of S^t Bartholmews bound to Monserat, Employed unbending Cables and clearing the Orlup Deck

At Meridian Squally took in top Gal Sails abreast of Ro Dondo 1 Mile Dist to Leward

[NDA, original.]

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

[In Havana Harbor] Pleasant Weather this Day Arrived the U S Frigate *General Green* from New Auleans James Davis A sailor on board of the *Warren* was taken on board of the *General Green* as A Marine put Andrew Brown in Irons for stealing A Crown and A Dollar from James Runlet the Quarter Master the people begin to be sickly

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

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

U S Frigate *Constellation*
ST CHRISTOPHERS. June 23. 1800

DEAR SIR As this is the first opportunity I have had of writing you since my departure from Hampton Roads, I shall detail to you the few occurrences that have past since that period

I had a fine run off the Coast of America for three days, after which we had nothing but light head winds for twenty three Days that we did not gain more than eight Degrees on a direct course, but having had a report of French Privateers being on the Northern station, I thought it very possible I might fall in with some of them had they been there but, I could not meet with any but American Vessels, many of which we boarded & none of them had seen or heard of an Enemy. — Under these circumstances I thought it advisable to proceed direct to the West Indies, when I arrived after thirty days & after taking a short turn round Guadalupe I thought it best to run down here for further information, & in hopes of meeting with the *Chesapeake*, should she have proceeded agreeably to Cap^t Truxtons orders to me & joins [joined] me in due season I shall proceed with her to the coast of Cayenne, or Curacao as I am advised they are making efforts to refit the *Vengeance*, but what ever route I may take, I will give you due notice thereof, & endeavour to render all the services in my power to the U S —

As Cap^t Morris will be able to give you more accurate information, than I can, as I am here only for the call of a day. I must refer you to him for further particulars —

I have not as yet seen Cap^t Decatur, but hope to fall in with him in a few days as I intend to [go] windward till I am informed whether the *Chesapeake* is to join me or not, after which shall fill up my Water at Martinique & proceed according to circumstances.

I am very well pleased with the *Constellation* & have got her in the best order —

After I got to Sea I found one of my Men had the small pox, which obliged me to have twenty five Inoculated all of which have recovered but one who died this Day

With great respect

I am

D^r Sir

Your Most Ob^t

Humb Serv^t

BENJ^s STODDERT Esq^r

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

To Captain Thomas Truxtun, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U S Frigate *Constellation*
ST CHRISTOPHERS June 23. 1800

MY DEAR FRIEND After a very tedious passage of thirty days, (the most part of which time we had a calm or light head winds) we arrived on this station, when after taking a turn about Guadalupe & seeing nothing to give me any information I run down here and was fortunate

in meeting with the *Enterprize* just bound out on a Cruise, I told Cap^t Shaw your desire that I should have your Son with me & have consequently taken him on board. Cap^t Shaw gives me a very favorable account of him; and rest assured I shall pay the same attention to him that I would do to my own Son —

Barron has not yet made his appearance, & I have only called here for a Day to make some enquiries after which I shall Cruise a while to windward & then run to Martinique to fill up my Water & proceed from thence agreeably to what advice I may receive

I am very well pleased with the *Constellation* and have now got her in the best trim & order, & prepared to meet another *Vengeance*, hoping to support the high reputation you have given this Ship upon Nautical record

with great esteem

I am

very sincerely

Your friend

& hum Serv^t

Commodore TRUXTUN

[NDA. A. Murray's LB, 1799–1805.]

To Captain Stephen Decatur (senior), U. S. Navy, from Captain Alexander Murray, U. S. Navy

ST KITTS June 23. 1800

on board U. S Frigate *Constellation*

DEAR SIR Previous to my leaving Hampton Roads, which was on the 20th Ult. I rec^d my Instructions from Commodore Truxtun to take the *Enterprize* with the *Chesapeake* under my direction to Cruise in such directions as my Judgment might dictate, I have met with Cap^t Shaw, & have herewith directed him to give you this Information, & if it meets your concurrence request you will let him join me at St Piers, Martinico by the 2nd July or agreeably to such orders as I shall leave there for him, I contemplate going to the Coast of Cayanne or Curacoo when the *Chesapeake* joins me, which I expect will be in a few days.

I should have been happy to have met with you here

& am with great regard

Your Most ob^t

Cap^t DECATUR

[NDA. A. Murray's LB, 1799–1805.]

To Captain Samuel Barron, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U S Frigate *Constellation*

ST CHRISTOPHERS June 23. 1800

SAM^l BARRON ESQ^t

DEAR SIR Should you not have rec^d counter Instructions from the inclosed which you have herewith & which I beg your perusal of, I presume that this will be handed you in a few Days, having been induced to think that you would sail in a Week after me

I have had a tedious passage of thirty Days to the Islands, & have since taken a short turn about Guadalupe & run down here merely for information, tomorrow I sail on a short Cruise and by the 4 July expect to be at St Peires Martinique for the purpose of filling up my Water, at which time I should be very happy to meet with you, when we will concert upon our future operations but should you not join me there I shall leave a line for you with M^r J^s Gay to advise you of my destination, for until I know whether you are to join me or not I shall play about Barbuda, Antigua & St Martins

I am

D^r Sir

Your Most

Hum: Serv^t

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

Extract from a letter written on board the U. S. Ship *Baltimore*, concerning various captures

[U. S. S. *Baltimore*,] off St Croix,
June 23d, 1800.

"We have recaptured the schooners *Jolly Robbins*, laden with provision; and taken a French polacre ship [*Emmanuel*, 21 June 1800] from Guadeloupe bound to St. Thomas, with 50 hhds. sugar—she is now in tow, and I embrace this opportunity, as she is to go home as soon as we get her from amongst the Virgin Isles. Our cruisers have lately taken a number of privateers and sent them into St. Kitts. The *Eagle* had a brush with one off St. Bartholomews, which had two English brigs and a New-York sloop in company (her prizes) which ran ashore during the engagement. She got into the harbor, after cutting the *Eagle's* sails and rigging to pieces. The *Enterprize* also engaged another off Basseterre, Guadeloupe, in which she had one man killed and two wounded; the Frenchman had five killed and thirteen wounded. She struck to the *Enterprize*."

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 29 July 1800.]

[7 November 1799 to 23 June 1800]

List of Prizes taken and retaken by the U. S. Frigate *Boston*; & by this said Frigate and other U. S. Ships of War in Company

NOVEMBER 7th 1799 —

A Cutter Sloop loaded with Coffee captured by the *Boston* and Brig *Norfolk*, ordered for Boston but arrived at Newyork and there Condemned and sold.

DECEMBER 2nd 1799

Schooner *Weymouth* recaptured by the *Boston* and *General Green*, laden with Coffee and sugar, ordered for Boston but in consequence of being leaky, arrived in New Providence, Condemned as unfit for Sea, vessel and Cargo sold.

DECEMBER 2nd 1799

Brig *Flying Fish*, captured by the *Boston* and *General Green*, loaded with Coffee, ordered for and arrived in Boston, Clear'd on trial.

Ship *Two Angels* captured by the *Boston* January 27th 1800 laden with Coffee & C, ordered for and arrived in Boston Vessel and Cargo condemned.

MARCH 2nd 1800

A Small Boat captured by the *Boston*, and Sold at Port Republican Proceeds delivered to the Marshall of Massachusetts District on the arrival of the *Boston*.

APRIL 2nd 1800

Sloop *La Heureux*, captured by the *Boston* laden with Coffee, Cargo taken out and sold at Cape Francois, proceeds delivered to the Marshall of Massachusetts District. Sloop Sunk, being old and leaky.

MARCH 4th 1800

Sloop *La Fortune* captured by the *Boston*, Cash taken out, the one half appropriated to the use of the U. States, the other half divided among the Officers and Crew.

JUNE 23rd 1800

Brig *Hope* captured by the *Boston*, arrived in Boston with the *Boston* July 22nd 1800, laden with Coffee and sugar, libelled, for trial.

[NDA, XZ.]

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

CITY OF WASHINGTON
Navy Dep^t 23^d June 1800 —

Col^l W^m W. BURROWS

SIR I have had so many things to attend to since my arrival here, that I have scarcely been able to think about the Marines. Capt. Tingey points out some Houses to me this morning, which I think will very well answer for Barracks — and he seems to have no doubt, that you can be well accomodated also. A thousand reasons plead for your being at once in the City instead of stopping at Bladensburg. The place languishes for want of a little spirit of Exertion. Upon the whole, I think you had better hold yourself in readiness to leave Phil^a with all your dependencies in a few days — but not to move until you hear again from me. Before you do move, some arrangement will be necessary for the Ship [*George*] *Washington*. I suppose she will want 20 or 25 Marines —

I am &c

B S —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON D. C.]

Navy Dep^t — 23^d June 1800 —

COMMISSIONERS CITY OF WASHINGTON

GEN^l I have the honor to inform you, that the Secretaries of the State & War Departments concur with me in opinion, that the foot way or pavement, between the Capitol and the Presidents House, should be placed within a few feet of the North side of Pennsylvania Avenue. The exact distance must depend upon the regulations of the City in respect to the encroachments permitted on the avenue for steps, or decorations of any kind attached to buildings. This you can determine, I cannot. —

I am &c

B S —

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution* Captain Silas Talbot, U. S. Navy, commanding, Monday, 23 June 1800

Fresh breezes and Cloudy weather

At 4 Saw a strange sail bearing E SE gave chase and At $\frac{1}{2}$ past 5 answered the private Signal at 6 brou^t too and Joind company with the *Amphitheatre* the Cape bearing S SW took all the arms and Amunition out of the *Amphitheatre* and Some provisions She is orderd home, at 6 filld to the Northward Carryd away the leech Rope of the Main Topsail at 8 Cape francois bore S SW 3 or 4 leagues

Wore and tackd as nessasary during the night under an Easy sail

At Daylight Made sail and stood in towards the Cape. Saw several sail comeing out

AM at 10 brou^t too and Joind company with the Tender out of the Cape with M^r Stephens Consul General on board,

At 12 Cape francois bore S SW *Amphitheatre* in company

[NDA, photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex* Captain Edward Preble, U. S. Navy, commanding, Monday, 23 June 1800

At 1 pm. almost Calm; Prepar'd to get under way Suppose the Ship we see to westard to be the french privateer, that is cruizing in the Straits. Deliver'd to the *China* 3 barrels of Powder. At $\frac{1}{2}$ p^t 1 pm, hove up, made all sail & gave Chase to the above Ship. Wind fell almost Calm, then came ahead. At 6 pm. tack'd to the Northward Observ'd the Ship we were in Chase of to tack when we did. At $\frac{1}{2}$ 6 pm. gave over Chase, wore Ship & stood for the fleet. At 7 Pm. Anchor'd in 14 fathoms water & made Signal for the fleet to anchor, here we find Good Ground about 2 miles from the Shore, 14 fathoms Water. Strong westerly Current during the Night. At 8 pm Call'd all hands to Quarters & made all Ready for Action if necessary — Shew'd a Toplight. At $\frac{1}{2}$ 6 Am. made Signal for the fleet to get under way, & made Sail. At $\frac{1}{2}$ past 8, fell Calm, made Signal for the fleet to Anchor. Crocatao bore W $\frac{1}{2}$ N D 6 leagues —

Anger Point bore NE. 3 leagues. Pepper or 3^d point bore S W b S. 6 leagues. Here we lie in 20 fathoms water, good ground, about 2 miles off Shore the fleet astern of us. Twelve sick men on Board. Latitude obs^d 6 . 5 S

[LC, EPP, 1799–1800.]

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

[In Havana Harbor] Pleasant Weather the first part at 7 A M Francis Thomas A Quarter Gunner Died of A Fever Sent Him on Shore and buried him Received on board 29 Hogsheads of Water and Number of ships stores Cleaned Ship burnt Wet Powder Latter part squally

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

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

CITY OF WASHINGTON
N. Deptm^t 24 June 1800

Mess^{rs} JAMES & E WATSON

It is the wish of the President that the Frigate *President* should be dispatched to sea as quickly as possible — Capt Truxton I suppose will have joined her before you receive this — I have requested him immediately to ascertain all his wants, & to apply at once to Cap^t Gill Navy Store Keeper at Philad^a for such articles as New York cannot supply, powder particularly is to be sent, if not already sent, from Philadelphia — I shall remit to Cap Truxton the money for recruiting — I hope the ship is in such forwardness that the business may commence immediately, without danger of being completed before she is ready in other respects for sea — The *New York* must stand still if necessary to give the more dispatch to the *President* — Anchors are the only thing I foresee difficulty in procuring in time — Those have been ordered from Boston, & I trust are by this time on their way — Provisions & all kinds of stores I believe are provided, but I am yet in such confusion with my Books & papers here that I can refer to nothing — I find Cap^t Truxton wants a sett of Lieutenants of his own raising — I have written to him about Chauncey, who I suppose will not be anxious to serve with Truxton without his entire approbation, should he be left out, I will take early steps to get him on board of another ship — I wish to indulge Cap^t Truxton in every thing not too unreasonable, as he is certainly a most active Officer, & I am sorry to find that complaints are making from various quarters of the inactivity of our Vessels on the Windward Station —

I have said I would remit to Cap^t Truxton Money for recruiting, But if he should want before the remittance reaches him, it will be very necessary that you should supply him.

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON, D. C.]

Navy Dep^t — 24th June 1800 —

Col^o W^m W. BURROWS

SIR I have the honor to request, that you will send on to the Frigate *President* at Newyork Marines sufficient with the number already on board to make 53. They must be of the following descriptions viz —

- 1 1st Lieut^t
- 1 2^d d^o —
- 2 Sergeants
- 2 Corporals
- 1 Drummer
- 1 Fifer
- 45 Privates
- I am &c

B — S —

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

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

[WASHINGTON, D. C.]

N. deptm^t 24 June 1800

Cap^t R GILL N Store Keeper

I know not whether the orders on you for articles to be furnished the Frigate *President* were all executed when I left Philadelphia, If any thing respecting that Ship yet depends on you I request that you delay not a moment in forwarding the same, and if Cap^t Truxton should call on you for any articles in your power to furnish I request that you will comply with his requisitions promptly & consider this as a General order to that effect, it being very desirable that this vessel should be got to Sea with the utmost possible dispatch — —

If Cap^t Truxton orders articles which you have not, you will inform M^r Harrison, who will purchase what may be wanting

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

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

[WASHINGTON, D. C.]

Navy Dep^t 24 June 1800

Cap^t TH^s TRUXTON

SIR I should have written you earlier, but even now, my office papers are in such disorder, that I can with difficulty lay my hands upon the whole relating to any one subject — Besides this, I have been a little indisposed, since my arrival here.

I observe the President[s] wishes, as expressed in your letter of the 16th inst and am anxious for their immediate gratification, the more especially as great complaints prevail of the inactivity of our ships on the Windward Station. —

You may call as you please Lieutenants Sterrett, Dent, Robinson, Clagett and Wederstrandt on board of the *President*. What will you do with Chauncey, who I understand is a clever fellow — Will it not be best to keep him on board also — I will send Commissions to Clagett and Wederstrandt — Where are they — M^r Goldsborough, who alone can give me information, has not yet joined the office — at this place. The Warrants for the two Midshipmen shall be sent you.

Clinch shall join you as soon as possible. It is desireable that you should without delay, take a full view of the situation of the *President* and ascertain all her wants — what New York can't supply, Cap^t Gill to whom I write will send to your order from Phila^a — among other things — he has powder enough — and if all the cannon & muskets &c have not already been received, you must direct him to send them on. The moment you find, you can commence recruiting, so as not to have that business too forward, you will be pleased to sett about it, and have engaged the number of men stated in your letter of the ——— instant, to be sufficient — that is

Cap^t Officers, & able seamen 207

Ord^r Seamen & boys 140

Col^o Burrows will furnish the Marines so as to make with what are already on board 53, & to be commanded by a Lieut^t —

The crew (except Marines) can only be enlisted for one year. The time had better commence from the day the ship hoists anchor to sail — Two months advance may be given with the usual security — 17 dollars p^r m^o is all^d to able seamen — from 5 to 14 for Boys and ordinary Seamen according to merit. — The recruiting officers to be all^d 2 dollars for each man, enlisted & recruited on board, in lieu of all other expences — I've written to Mess^{rs} J & E Watson, to give you all possible aid, and I shall tomorrow direct a remittance to be made to you, equal to the expence of engaging the men — It will be of importance to you and the Public that you cause each officer to settle his Recruiting accounts — to submit the account to you, & to send it on to the accountant of the Navy after having your approbation — otherwise the accounts of the ship will remain in confusion forever

The *New York* and every thing else, must yield to the object of dispatching the *President*, as I have written to Mess^{rs} Watsons. I enclose a parcel of Blanks for recruiting &c

I am Sir

[NDA. OSW, Vol. 4, 1800–1801.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept—24th June 1800 —

THOMAS FITSIMONS Esq^t

SIR I am hon^d with your letter of the 20th I wish I could say the complaints of the Merchants were without Foundation. [U. S. Frigate *Philadelphia*.] Decatur and the Ship *Patapsco*, Geddis, both arrived at S^t Kitts the 21st May, and both sailed on a cruise the 23^d

I hope there will be more activity among our vessels and less reason for complaints.

The Sec^y of State has received no letter from M^r Sitgreaves. But has a letter from M^r King after M^r Sitgreaves's arrival in London, and after communications with Lord Grenville on the subject of an explanatory article. It does not appear probable that an explanatory article will be agreed to, from the difficulty of satisfying both nations, not from any sourness on the part of the British Governm^t — They are very willing to establish a new board, & a fair principle, to take up the subject without reference to any thing done by the old one

I am much hurried & can only add that I am,

with much esteem

Sir &^t

B. S.

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

[24 June, 1800]

Papers concerning Schooner *Felix*, prize to the U. S. Brig. *Scammel*

Extract from the A/C [of] D M Clarkson wth Brig *Scammell* —
S^t Kitts

1800

June 24. By nett proceeds sales Schooner *Felix* — — £216: —

Taken from the Accounts of the Brig *Scammel* as settled by Timothy Winn Purser — & filed in the office of the Accountant of the Navy —
There is no account of sales accompanying —

AB[ISHAI] THOMAS

[NDA, XZ.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 24 June 1800

Moderate breezes and clear weather, @ 1 Shortn'd sail and Brought too off Cape francois, Joind company the *Amphitheatre* Tender, Totally dismantled the *Amphitheatre* she is to be no more Employd as a Tender to the Squadron, Rec^d from the *Amphitheatre* a quantity of Beef Pork and Gunners Stores

@ 6 fild and stood off to the northward, Carry'd away the leech rope of the main topsail Clew'd up the sail and repair'd the damage, P M @ 8 Cape francois S S W. 3 or 4 leagues, Wore as nessasary during the night to keep clear of the land, @ Day light made sail in towards the Cape @ 10 Shortn'd sail and brought too off the Cape, Received M^r Stevens Consul General for the United States who came from Cape francois on service, Continued lying too till Noon when Cape francois bore S S W, three leagues

[NYHS, NHS.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 24 June 1800

These 24 hours first part almost Calm, middle part a breeze from the Southward, Latter part winds variable. At 5 Pm Continue at Anchor with the fleet near Java Shore, as we have no opportunity to go on out of the Straits — Detain'd a prow that we had reason to think was employ'd by the French privateer to give them Intelligence. the dutchman on board Confess'd he had rec^d money for the above purpose. At 6 pm. saw a Ship to Windward Standing into pepper bay under Her 3 topsails Continue at Anchor during the Night find a Strong westerly Current during the night At $\frac{1}{4}$ 5 Am. made signal for the fleet to get under way, Made Sail & stood in Shore all the fleet with us —

At 7 saw a Sail in the Offing between Crocatao & tamarind Islands. At $\frac{1}{2}$ 7 made Signal for the fleet to anchor. Came to Anchor in 13 fathoms water good ground. fell Calm Current setting to Westward, hove up & gave chase at Meridian, to a Ship we suppose to be the french Cruiser. Eleven sick men on Board.

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 24 June 1800

First part of these 24 hours Moderate & Cloudy in Chace of a Brig At 2 P M Tack'd to the South'd At 3 tack'd again to the N^d at 4 P M S^t Martins bore S W by W $\frac{1}{2}$ W Dist 9 Leag's S^t Bartholomews Bore S W — At 6 came up with the Chace proved to be the Brig *Mercury* of and for Bremin from Gaudaloupe Mich^l Hiteman Master Cargo Sugar Coffee & hides. At $\frac{1}{2}$ 2 past 6 P M Squally took 2 Reefs in the Top S^{ls}

At 10 heavy Squals took in and made Sail occasionally —

Midnight Moderate Light Airs

At Day Light Saw a Sail to Leward made S^t after her At $\frac{1}{2}$ past 6 A M came up with the Chace She prov'd to be the Schooner *Mary* of Norfolk bound to S^t Bartholomews Ja^s Johnson Master 12 Days out no News — At 7 A M bore away for a Brig to Leward At 8 Boarded her. She prov'd to be the *Duke of Sedermania* of S^t Bartholomews bound to Demerada — Reynolds Master Squally Wea: took 2 Reefs in the Top Sails At 10 Tackd to S^d Meridian Moderate

Latt. Obs^d 18.50 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 24 June 1800

[In Havana Harbor] the first part Moderate and Cloudy Sent W^m Dogget A Quarter Gunner on Shore to the Hospital Sick with A feaver Latter part Squally and Heavy Rain

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

To Captain George Little, U. S. Navy, from Stephen Higginson & Company,
Navy Agent, Boston, Mass

BOSTON, *June 25, 1800.*

GEO. LITTLE Esq^r
Cap^t of the *Boston*
Frigate

SIR We have certain information of four Cruisers of 20, 14, 12 & 10 Guns from Cayenne being on our Coast, who have taken eleven Vessels, two of them India Ships, three of the Captains arrived here yesterday who had been taken. by them we learn that they cruise from Nantucket to Bermudas & so on to Georgia, three of them lately arrived on the station.

Our merchants are much alarmed at this account, & will be very solicitous for you to go out after them & make a short Cruise of three or four weeks, till the Secretary of the Navy has time to send other ships to clear & guard the Coast. If your Ship is in good order we shall advise to your going out, & to your stopping in Nantasket Road, where we will furnish you all Supplies of provisions & Stores in twelve hours; & we send this to meet you at the light house, to save the time & trouble of coming up with your Ship, in case you can go out at once, as we presume & hope. —

With respect we are Sir your hum Serv

STEPHEN HIGGINSON & C^o

[F. D. Roosevelt Collection.]

To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Alexander Murray,
U. S. Navy

U S Frigate *Constellation*
June 25. 1800

DEAR SIR You will particularly oblige me should Cap^t Giddes arrive in any short time to write me about the situation & progress that the *Vengeance* is in at Curracoa, & to inclose me any letters that may arrive from America down to Martinique, as I expect to be there in ten days. from this to Water my Ship, & please to hand the inclosed to Cap^t Barron when he arrives

I am

Your Most Ob^t

D M CLARKSON Esq^r

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

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

[WASHINGTON, D. C.]
Navy Dep^t 25 June 1800

Cap^t BAINBRIDGE
Phila^a

I am honored with your letter of the 21 ins, advising of the arrival of the *Geo Washington*, & containing a list of her crew.

This Vessel is to go to Algiers with a Cargo — but not a full cargo, for she may have an opportunity of performing other Service, besides

carrying a Cargo to Algiers. But if she was to take a full crew, there would be no room for any thing on board, except the men, & the necessary provisions — You must therefore make arrangements for encreasing the present crew, to just 130 Persons, including the commander and every soul on board — You must cause an estimate to be made of the Provisions necessary for 130 souls for six months — and apply to Cap^t Gill for the difference between that quantity, & what you have already on board. If he has not enough of any particular article on hand — he must apply to George Harrison Esq^r Navy Agent, who will procure the deficiency. It must be understood, that you are to leave Port with this quantity, and of course, you must before sailing replace what may be consumed in Port. To prevent confusion, it will be best at once to apply for 7 months supply of every thing but Salt meat — the men should be fed on fresh while they remain in Port — & M^r Harrison will make arrangements for having them so supplied.

The Cargo, which will I beleive consist of some plank, some cables and a few canon, & some valuable European goods, is under the direction of the Sec^y of State, who will give his orders to have it delivered as soon as possible — This is a bad season to remain at Phila^a, & I am therefore extremely anxious for the dispatch of the ship — Every thing depending on you, I have no doubt, will be done & you must urge others to activity

See that your powder is in good order, & if it is not so, exchange it with Cap^t Gill — & that you have a proper quantity of the different kinds of shot on board —

One hundred rounds, not of each kind, but of all kinds, but the greater proportion round ball, will be sufficient.

If you are not detained for the cargo, I shall expect you will be ready to sail in one Fortnight at latest from the reciept of this.

You seem to have so many Seamen, Landsmen & Boys, that you will want few or no Marines. I presume it will be best to make up your deficiency of men, with able seamen; but remember, that you are only to have 130 souls on board

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

To John Hollingsworth & Co., Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 25th June 1800 —

Mess^{rs} JOHN HOLLINGSWORTH & Co

GENT — I am hon^d with your letter of the 22^d Inst. Thanking you for your attention to my request of the 19th Inst. I now take the liberty to trouble you with other letters to Capt. Murray, M^r Clarkson & the Commanding Officer at S^t Kitts, which be pleased to forward by the *Telegraph*, giving the Captain similar directions to those you gave to the Captain of the *Neptune*, respecting their delivery, I sent you other enclosures on the 20th Inst, presuming they could not have been forwarded by the *Neptune*, I hope they now may be by the *Telegraph*, of which be pleased to inform me.

I am &c

B S —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON, D. C.]
N. Deptm^t 25 June 1800

W^m MARBURY Esq^r

M^r Joshua Powell has been employed in hauling Boxes &^c belonging to this deptm^t from the Landing to the Office in Washington, for which he is entitled to be paid Five Dollars —

By order

A. THOMAS

[NDA. GLB, Vol. 3, 1799–1800.]

[25 June 1800]

Protest of Solomon Hopkins, Master of the ship *Minerva*, captured by French Privateer *Scrutine*, and recaptured by U. S. Frigate *Constellation*.

Notary Public's Office.

SAINT CHRISTOPHER'S.

By this Public Instrument of Protest, be it known and made manifest to all Persons whom these Presents do or may concern, That on Friday, the Fourth Day of July in the Year of Our Lord One thousand eight hundred — Before me John Whitehall, Notary Publick, duly constituted, admitted, and sworn, dwelling in the Town of Basseterre, in the said Island of St. Christopher, personally came and appeared Soloman Hopkins Master of ship *Minerva* of Pepperelborough William Marshall Chief Mate & Daniel Elridge Mariner who, being duly sworn, made Oath and said, That they sailed in the said Ship *Minerva* on the Nineteenth of June last from Demarara with a Cargo of Sugar Coffee and Molasses with Bills of Exchange and Money bound to Pepperelborough —

That on the Twenty fifth of same Month they were captured by a French Privateer Schooner of four Guns and about Fifty Men called as they understood the *Scrutine* Francois Commander Saint Lucia bearing S E about Nine Leagues distant. That they plundered the *Minerva* of sundry Articles and One thousand Dollars in Cash That they took the Captain and ten Men out of the *Minerva* and sent on board her thirteen of the Privateer's Crew. That they arrived at Basseterre Guadeloupe in the Privateer on the Twenty eighth and were imprisoned until the second instant when they were put on board a Cartel and arrived in this Road on the third where they found the said ship *Minerva* recaptured as they were informed by the United States Frigate *Constellation* Alexander Murray Esquire Commander And the said Master for Himself also saith that what Papers and Books with the Money in his Trunk they took on board the Privateer at the time of his Capture & cut the Boat adrift.

SOL^o HOPKINS
WILLIAM MARSHALL
DANIEL ELDRIDGE

Whereupon I, the said John Whitehall, Notary Publick, as aforesaid, at the Request of said Appearers and for and in Behalf of the Owners, Freighters, and all others in any Manner concerned, or in

any Ways interested in the said Ship *Minerva* & Cargo and Monies or any Part thereof Have, and by these Presents Do, in the most solemn Manner, Protest against the said French Privateer Schooner her Commander Officers and Crew and all others therein concerned for capturing and plundering as aforesaid the said Ship *Minerva* and for all Losses, Deviations, Detentions, Costs, Charges, Damages, and Expences whatsoever, that have already happened, or that hereafter may happen, or be sustained, by Reason of the same, by any Person or Persons concerned, or in any Manner interested in the said Ship and Cargo or any Part thereof

In Faith and Testimony whereof, I, the said Notary Publick, have hereunto set my Hand and affixed my Seal, at Basse-terre, St. Christopher, aforesaid.

JN^o WHITEHALL
Not^y Pubk

[Ct. of Cl. French Spol. Case No. 2200.]

To Colonel A. Giles, U. S. Army, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t — 25th June 1800 —

Col^o A. GILES

SIR In answer to your letter of the 20th Inst, I have to inform you, that the French Prisoners on Parole at Newyork are entitled to the usual rations or the value thereof in money, while they remain in the United States. The expences of their passage to France will not be defrayed by the United States.

I am &c

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

Unofficial list of American Vessels sent in to Lisbon by British cruisers from 25 May to 25 June 1800

Brig *Peacock*, Crafts, of Boston, with sherry wines, from Cadiz, for London, captured in lat. 42, long. 11, by the Guernsey Privateer *Le Ruse*. Brig *King Solomon*, Hewett, of New-York, with butter and cheese, from Amsterdam for Cadiz, captured 3 leagues from St. Lucar, by the Jersey Privateer *Flying Fish*. Brig *Sea Nymph*, M'Keever, owned by Lewis A. Tarrascon of Philadelphia, laden with coffee, pimento, cloves, cotton, dye-wood, &c. from Philadelphia for St. Sebastians; John Augustus Victor Farrovil, supercargo, captured by the letter of marque *Barrett*.—Brig *Hind*, of Salem, Ropes, owned by Mr. Wm. Orne, laden with sugars, from Salem for Cadiz, captured by the British frigate, *Anson*, lat. 36, long. 8 — Brig *Susannah*, of Charleston, Spencer, owned by Blacklock, Owen, and Millagan, laden with sugar from Charleston, for Cadiz, captured by the British Privateer *La Mouche*. (*We tender our thanks to our Marblehead correspondent for collecting and forwarding this Marine News*).

[LC, "The Mass. Mercury", (Boston, Mass.), 12 August 1800.]

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

Moderate and clear Lying too off Cape francois, Tender In comp^y, At 3 boarded an american Schooner from Charleston bound to the Cape, Parted company with the *Amphitheatre* she being ordered to Philadelphia at 4 M^r Stephens went into the cape In the Schooner from charleston Made Sail to Windward, at 7 boarded an American Brig from New York bound to the cape, $\frac{1}{2}$ Past 7 taken aback Wind from West Took in top Gallant sails and Reefd the Topsails, At 12 Moderate Breezes from the E^d at day light Saw Cape francois S S W five leagues and a strange sail to the Westward Made sail and Gave chace

At 7 Boarded the chace an American Brig from Newbury bound to Cape francois, filld and gave chace to the Eastward, at 11 boarded the chace an American Schooner from Boston bound to the Cape

At 12 Moderate breezes from the E^d the Cape SW by S five leagues
[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 25 June 1800

Commences with light winds, all sail set to advantage. Continue in Chase of a Ship in the NW. quarter. At 3 pm Call'd all hands to Quarters. At 4 six of the fleet in sight — At $\frac{1}{4}$ 4 Pm saw Breakers under our lee bow. Wind fell almost calm, & night coming on gave over Chase — tack'd & stood for the fleet. At 6 all the fleet under Java Shore, bearing SSE $\frac{1}{2}$ E. 4 legues The S. end of Thwart island bore NE b E. 3 leagues Tamarind Island bore W B N $\frac{1}{2}$ N $3\frac{1}{2}$ leagues — Crocatao bore SW b W 4 leagues. the fleet under Java Shore Steer for them. Wind veers ahead. At 8 tack'd to the Westward. At $\frac{1}{2}$ 8 tackd for Java Shore. At $\frac{1}{4}$ 10 came to with Stream Anchor. 24 f^m Water. Shewd a Top light — At $\frac{1}{2}$ 5 Am. got under way & Stood in for the Land. At 6 made Signal N^o 4. At 7 tack'd At $\frac{1}{2}$ 10 am made Signal for the fleet to anchor. Anchord in 16 fathoms water, muddy ground, the fleet all lie near us. Wind & Current both against us. Crocatore bearing NW b W $\frac{1}{2}$ W. 6 leagues. 3^d or pepper point bore S.S.W. 5 leagues — Anger Point NE $\frac{1}{2}$ E — 5 leagues. Princes island bore S.W b W. 7 leagues — Eight Sick men on Board —

[LC, EPP, 1799-1800.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley U. S. Navy, commanding, 25 June 1800

At $\frac{1}{2}$ past 1 P M, came up and boarded the Sloop *Betsy* of Charleston Cap Bateman Munro from Africa bound to the Havanna with 85 Slaves, she sailed from Charleston Feb^y 13 1800 Owned by Henry John Jones took in slaves at Riopongo took twelve men out left the Cap^t & two Men, sent M^r Boss 1st Lieu^t his Son Edward, George Waskey, George Turtrinten[?] Felix Brunegas and John Trusty Seaman, ordered her into the Havanna, took out 2 bbl Bread 2 d^o

Beef 283 lbs Rice at 3 P M took her in tow saw a sail in shore, cast her off, gave chase, at 6 discovered her to be a Brig standing to the East tack^d ship to the N E at $\frac{1}{2}$ past 6 the point of Matanzas bearing S. E Dist 6 or 7 leagues the prize Sloop bore away for the Havanna —

Nothing very remarkable occurred after this untill my arrival in Philad^a —

W^m MALEY

[NDA. NO, Vol. 1.]

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

[WASHINGTON, D. C.]
Navy Dep^t 26th June 1800

Cap^t PATRICK FLETCHER
of the *Insurgent*
Balt^o,

SIR, The Frigate *Insurgent* is allowed, as heretofore, one hundred able seamen, & one hundred & thirty seven ordinary seamen & boys; the former to be allowed 17 dollars per month — the 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 — Two months advance may be made to them; but good and responsible security must be previously taken.

The recruiting officers may be allowed two Dollars for each recruit, duly entered, in full for every expence — They must account to you, & prior to y^r Departure, you must transmit your acc^t & Vouchers to T: T: [Thomas Turner] for settlement. M^r Campbell will supply you all the necessary monies.

Col^o Burrows will supply the detachment of Marines.

I have this day ord^d Lieut^t Byrne to join you.

You will consult with M^r C[ampbell] at the time of commencing the recruiting business.

A complete sett of recruiting papers is enclosed, w^h [b] you know too well the use of, to require any explanation from me.

I have also ord^d L^t Speake to Join you — Until these Lieutenants arrive, you can employ some of your Midshipmen for recruiting purposes

[NDA. OSW, Vol. 4, 1800–1801.]

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

U S Frigate *Constellation*
Off GUADALOUPE June 26. 1800

BENJ STODDART Esq^r

D^r SIR I have only a few Moments to advise you of my having recaptured a valuable ship [*Minerva*] belonging to Peperelborough from Demerrara, close in with Gaudaloupe this Morning, & have dispatched her on to Phi^a under the Charge of M^r Herbert one of our Midshipmen, & a very deserving young Gentleman, who is well qualified to fill the rank of a Lieu^t should you incline to favor him with your Patronage, Cap^t Truxtun can Vouch for him as well as myself

As I wrote to you two days since I have nothing further to say at present than to assure you of my Vigilance & Zeal for the service

With great respect

I am

Your Most Ob^t

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

To William Miller, Agent for U. S. Frigate *Constellation*, at Philadelphia, from
Captain Alexander Murray, U. S. Navy

U S Frigate *Constellation*
Off GUADALOUPE June 26. 1800

D^r MILLER I have sent you a recaptured Ship [*Minerva*] which you will endeavour to make the most of for the Concern^d I think you had best not to have any thing to do with the Admiralty Court, but to write to the owners, to know if it will be agreeable to them to have the salvage settled by some honest Merchants, who can Value ship and Cargoe

I have no time to say any thing more nor even to write to Polly, but tell her I wrote a few days previous by Cap^t Morris

I must beg your attention to M^r Herbert one of my Midshipmen & a very worthy Young Man

Remember me Affec^{tly} to all our good folks & believe me

Your very sincere friend

I refer you to M^r Herberts Orders from me for further particulars

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

List of Merchant Ships under Convoy of U. S. S. General Greene, dated at Havana, 26 June 1800

(OFFICIAL.)

<i>Ship's name.</i>	<i>Master's name.</i>	<i>Owner's name.</i>	<i>Where built.</i>	<i>men.</i>	<i>guns.</i>	<i>tons.</i>	<i>Lading.</i>	<i>Where bound.</i>
Ship <i>Mary</i> ,	George Webber,	Samuel Wall,	America,	15	8	300	Sugar,	Newport
<i>Betsy</i> ,	S. Ewers,	D. Hinkley,	ditto	10			Molasses and Sugar,	Boston
<i>Resolution</i> ,	A. Burgess,	S. Gray,	ditto			118	ditto and ditto,	Salem
Brig <i>Hope</i> ,	H. Hudson,	Simon Martin,	ditto	8	10	119	ditto and ditto,	Newport
Sloop <i>Blue Bird</i> ,	Stephen Stone,	Samuel Wheaton,	ditto	7		72	Sugars,	New-York
Brigantine <i>Ediza</i> ,	James Israel,	James Israel,	ditto	8		105	ditto,	Philadelphia
Schr. <i>Two Brothers</i> ,	James Dryburgh,	— M'Clane,	ditto	5		30	ditto,	Charleston
Brigantine <i>Aurora</i> ,	Nathaniel Taylor,	N. G. Ingraham,	ditto	10	10	140	ditto,	New-York
Schr. <i>Chance</i> ,	I. Graham,	Miller & Graham,	England,	6	4	75	Sugar, Fustic & Hides,	ditto
<i>Hope</i> ,	Elias Grant,	Elias Grant,	America,	6		48	Sugar,	Salem
<i>Venelia</i> ,	Thomas Pieronnet,	Thomas Pieronnet,	ditto	7		87	Sugar and Segars,	N. London
Barque <i>Lydia</i> ,	Thomas Lane,	Thomas Lane,	ditto	11		126	Sugar and Money,	Charleston.

One vessel, name and particulars not known.

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 24 July 1800.]

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

[WASHINGTON, D. C.]
Navy Dep^t — 26th June 1800

ARCHIBALD CAMPBELL Esq^r

SIR On the subject of Commission, you will be sensible, that my inclination would prompt me to make yours as high as Justice and the Public would admit. M^r Sheaff^[f] it is true was allowed 2½ p^r Cent. but it was for paying money, and superintending the building of a single Frigate, and with no prospect of having much, if any thing, to do with the general business of the Navy. Besides he was appointed in 1794 Agent for building a Frigate with the allowance of 2½ p^r Cent — the Frigate was discontinued, and when the building was resumed in 1798, no new bargain was made with him, and he insisted on the old. The Agents at Charleston, Norfolk, Phil^a Newyork, New London, New Port, Boston and Salem in short every Agent for general business in the United States have only 2 p^r Cent. with this you must be content. I mean that the vessels in future which come into the Chesapeake shall go to Balt^a instead of stopping at Norfolk, and I think your business will be considerable.

Your acc^{ts} are immediately wanting to check those of M^r Cox; If they are not ready, pray select every charge for money to the Purser, Off^{rs} & Crew of the *Insurgente* and send them to M^r Turner. Untill this is done, M^r Cox's acc^{ts} cannot be settled —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON, D. C.]
Navy Dep^t 26th June 1800

Captain R. GILL

SIR The *Geo. Washington* being ordered to be prepared immediately to go to Algiers with a Cargo — will want Provisions & other stores, in port as well as for her voyage which you will supply at once on the order of Captain Bainbridge. If you have not in store all the articles he may require, apply to M^r Harrison, to whom I have written to supply whatever may be def^t. Instead of calling from time to time Capt. Bainbridge should at once make returns of all he wants —

I am &c

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Midshipman Joshua Herbert, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

Orders

U S Frigate *Constellation*
Off GUADALOUPE *June 26. 1800*

JOSHUA HERBERT Esq^r

SIR You will now take charge of the recaptured Ship *Minerva*, of Pepperelborough & proceed with her to St Christophers, so as to take the benefit of the first Convoy, & hope you will be in time for the present one we left there, after you arrive there if you stand in need of any thing you must apply to M^r Clarkson and take on to America his bill to be given to our Agent M^r William Miller of Phi^a to which place you will then proceed without delay, desiring him to charge the same to the Owners of the Ship & to receive our Salvage of Ship & Cargo, as I have not time to write to him, tell him to do every thing that is needful & give early notice to the Owners of the Ship & to pay you all the attention in his power while you remain in Phi^a & to supply you with any thing you may want taking care to charge yourself with what is for your own wants

After you arrive on the coast of America if you find the Yellow fever is at Phi^a you had best run up to New Castle or Chester & lay there till you have advice from M^r Miller to whom you will write without delay the Moment of your Arrival

wishing you a safe Arrival

I am

Your Most Ob^t

P S You must ship hands for the Ship at St Christophers & charge all Expences to her. — as to our own Men you must put them on board some Vessel that I can get them again

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]
Navy Dep^t 26th June 1800

W^m MARBURY Esq^r

SIR Dick Thomas, Prince & Tom, are entitled to be paid three dollars, for assisting in hawling Boxes &c belonging to this Dep^t from the Landing, to the Office in Washington —

By order

A. T —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON, D. C.]
Navy Dep^t 26th June 1800

WILLIAM MARBURY Esq^r

SIR Joseph Belt has been employed in hawling Boxes Desks &c belonging to the Department from the landing to the Office in Washington for which he is entitled to be paid 5 doll^s 25 Cents.

By order —

A — T —

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 26 June 1800

Moderate breezes and clear weather Lying too off Cape Francois, at 4 Tackd to the Northward Monte a christo bearing SE by E four or five leagues

At 6 Took in Top gallant sails and double reefd the Top sails the Monte SE, Wore and tackd as ness^d during the night to keep our stations

At Daylight Saw the Monte S SE 4 leagues Wore to the Northward. at 7 Saw a convoy bearing N NE made sail and Gave chace, at 9 answerd the private Signal of the United States Sloop of War *Ganges* Captain Malony [Mullowny] who waited on Captain Talbot

Employ'd Scrubbing Hammocks washing between Decks and cleansing Ship

At 12 Fresh breezes from the Eastward *Ganges* in Company

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 26 June 1800

[At anchor off Java] Continue at Anchor near the fleet. Wind South & moderate breezes, the Ship *China* proves too top heavy to be Safe in Carrying Sail on At 7 pm. Ship drifted, let go larboard bower & pay'd away 30 fms Cable. Ship bro't up At 7 Shew'd a Top light. Strong westerly Current during the Night. At 4 Am made Signal for the fleet to get under way. At 5 Am. the *Smallwood* made the Signal of distress. Sent a boat & 6 men on board to assist them in weighing Anchor. four men remain on board. Officer & 2 men return'd. At 7 made Signal for the *China* to lead the fleet wore Ship & stood for the *Smallwood*. At 8 spoke her, he was order'd to make Sail & Stand for the fleet. Wore Ship & stood for the fleet. Wind SE b S. At 10 came up with the fleet & pass'd them took in T. G. sails & down Spanker. In flying jibb & haul'd up Mainsail. At 11 Am made welcome Point. made the Signal for the fleet to bear away & observe the Motions of the Commander. haul'd up foresail & bore away. Sounded some part of this morning 17 & 20 fathoms — Eleven sick men on Board.

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mullooney U. S. Navy, commanding U. S. Ship *Ganges*, 26 June 1800

Pleasant weather.

At $\frac{1}{2}$ past 8 saw a sail on the Lee bow

made the signal of the day which was answered by the above sail —

At $\frac{1}{2}$ past 9 spoke the U. S. Ship *Constitution* Commodore Talbot.

Cap^t Mullooney went on board the *Constitution* —

At $\frac{1}{2}$ past 11 Cap^t Mullooney returned —

Lat. 20° 26' N.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 26 June 1800

First part of these 24 hours Moderate Breezes and hazy Weather
At $\frac{1}{2}$ past 1 P M brought the Chace too and board'd her, the Ship *Rising Sun* of and from New York Jn^o Newsom Master bound to St Bartholomews 18 Days out, Provisions Wine and Lumber Dismist her —

At 4 P M Tack'd Ship to the S E

At 7 St Bartholomews bore W N W dist 7 Leag's —

At 8 Tack'd Ship to the North'd took one Reef in the Top Sails —

Midnight Moderate and Cloudy —

At 8 A M Tack'd Ship to the South'd

Meridian fresh breezes and hazy Weather —

Latt Obs^d 18.08 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 26 June 1800

the first part Moderate Breezes and flying Clouds the *General Green* Dropd down Came to Anchor A Head of us the Wind came in from Sea got all Ready for Sea at 6 P M Unmoored got under Way got to Sea with the U S Frigate *General Green* and 12 sail of Merchantmen under her Convoy for the U States we bound on A Cruise with two Gentlemen as passengers on board M^r Morton A Brother to John Morton Esqr Consul for the U States in the Havana M^r Paliard Consul General for the Kingdom of Portugal

6 Men incapable of Duty

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

Extract from a letter to Secretary of the Navy from David M. Clarkson, U. S. Agent at St. Christopher (St. Kitts)

ST. KITTS, June 27th, 1800.

"It is much pleasure to announce to you, that only fifteen Americans are prisoners at Guadaloupe (Port de la Liberte) which, by letters I have receivd yesterday from agents at Guadaloupe (by two flags of truce I sent up with French prisoners) will instantly be sent

me by a flag of theirs, and there still remain, of the French prisoners here, 180.

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 29 July 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 27 June 1800

Fresh breezes and Hazy weather Lying too *Ganges* in company, At 3 Wore ship to the Southw^d and parted company with the *Ganges* and took a part of her convoy under our protection which consisted of two Ships one Brig and one Schooner that was bound to Cape francois. at 4 Fresh breezes Split the Main topsail Unbent it and bent another. at 6 more Moderate wore to the Northward Convoy in comp^y At 7 Cape francois SW by S 7 or 8 leagues bore up and ran towards the Cape

At 9 Brou^t too off the Cape and parted company with the Convoy

At 11 boarded a brig from portsmouth Newhampshire bound to Cape francois

At 12 Moderate breezes Cape Francois SW by S 15 Miles

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 27 June 1800

Commences, Continued & ends with a fine breeze — continue our course for the Anchoring place in mew bay in order to fill up our water. At 2 pm. made Signal for the fleet to make a harbor. Ans^d— At 3 Pm pass'd welcome point & steerd in for the Watering place. At ½ 4 came to Anchor in 16 f^m water muddy Ground moor'd with Stream Anchor. At 7 shew'd a Toplight, all the fleet came to Anchor near us. At 6 Am. out boats & sent them for water. Rec^d & stow'd in the hold. 29 Casks of water containing 4120 Gallons water. Rec^d daily supply of water----- 200 Gs.

Water on Board----- 24640 Gs.

Nine sick men on Board —

At 6 Pm Call'd all hands to see the Quarter's Clear.

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren* Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 27 June 1800

first and Middle part Squally with Light Rain and Sharp Lightning with Slow Thunder

Under Easy Sail the Night through

at 5 A M Tackd ship to the Southward

at 10 Tackd ship to the Northward the [Pan] of Matansa bearing S S E Distance 4 Leagues

at Meridian sent the Jolly Boat on Board of the Commodore the pan of Matansa bore S B E 6 Leagues Distance

Latter part Very Heazy with Moderate Breezes

15 Men incapable of Duty

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

To Nathan Levy, U. S. Navy Agent, Cape Francois, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 28th June 1800

NATHAN LEVY Esq^r

SIR I am hon^d with your letter of the 30th Ult^o. The acc^{ts} therein for supplies furnished to Captain Law of the *Richmond*, will be passed to your credit, in part discharge of the 5000 doll^s specie, so long ago sent you, for no part of which have you before accounted. — On the subject of your dispute with Capt. Law, nothing is more clear, than that he was intirely right — and you intirely wrong. The 5 p^t Cent Comⁿ allowed you for supplies procured for the Ship of War, is all the compensation you have any kind of right to expect, and I am surprised it should be a question in your own mind, to be decided by me, or by any other person, whether you were not also to be allowed any benefit you could make by a favorable exchange. In settling your acc^{ts} with the different Captains, you should have taken their Bills, for no more than would actually reimburse you for your expenditures and pay your Commission — Had the charges been 10 p^t Cent under, instead of 10 p^t Cent. above par, you would have had no doubts on this subject. I have now to request, that you will immediately exhibit an account of your savings by exchange in supplying the different vessels, and bring to the credit of the United States the amount of such savings; that you will settle that account, as well as for the balance of the Money remitted you, out of the next supplies, you furnish our vessels — that you take the Captain's and Pursers receipts, instead of their orders on me for supplies, until this balance be paid, which receipts will be passed to your credit on their arrival here, and that you take no orders on me, until this balance is fully paid —

In future transactions you will take the orders from the Captains, not for the Am^t of your Bills against them, but for such sums as will reimburse you, and no more, for your advances, and your 5 p^t Cent commission. I am extremely sorry to have occasion to be thus particular.

The Correspondence I have seen between D^r Stevens and yourself, makes it necessary that I should observe, that your sole business as connected with the Navy Dept is to furnish our Ships of War, with the supplies they stand in need of, and to get justly paid by the Captains orders on me. I thought I had been explicit on this subject before.

I am &C

B — S —

I have said nothing on the subject of the price of the bread, furnished Captain Law, because I cannot understand it —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON, D. C.]
Navy Dep^t — 23th June 1800 —

Mess^{rs} S. HIGGINSON & Co

GENT. I am hon^d with your letter of the 19th Inst. — Enclosed is an estimate of the sizes and probable quantities of Bolts spikes, and sheathing Copper for a ship of 74 Guns Be pleased to have one half the Copper you have purchased manufactured into Bolts and spikes and the other half into sheets —

It is very desirable to ascertain that M^r [Paul] Revere can manufacture sheet copper equal in quality to the British Patent, & it is highly probable if he can, that he will be employed by the Public to manufacture to a large Am^t

I am &C

B. S.

Estimate alluded to in the above letter —

200 ft of 1½ Inch Bolts

5000 d^e—1¼ " "

500 d^e—1¼ " "

650 d^e—1½ " "

250 d^e—1½ " "

7000 nine Inch Spikes } To be headed & hammered cold
3000 ten d^e — d^e }

3600 sheets of Copper, 4 feet long, by 14 Inches wide, and to weigh 34 oz. p^r square foot — To be equal in quality to the Patent or hard rolled Copper of England —

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

To Richard O'Brien, U. S. Consul General, Algiers, from William Eaton, U. S. Consul, Tunis

TUNIS 28th June 1800

DEAR SIR, Since I closed my letter of this morning the Danish flagstaff has been cut down — And war declared by the Bey of Tunis against the King of Denmark — Upwards of seventy people, the equipage of seven Vessels condemn'd to slavery, and the Consul confined to his house

I remain Dear Sir

Your M^d Obed.

WILLIAM EATON

Consul OBRIEN —

[NYPL, Emmet Col. 400-3. NDA photostat.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia* Captain Stephen Decatur (Senior), U. S. Navy, commanding. Saturday, 28 June 1800

First part of these 24 hours Moderate and Cloudy —

At 2 P M Let one Reef out of the Topsails —

At 3 let the 2nd Reef out and Set the Spanker

At 4 Exercised the Men at the Guns and small Arms —

At 7 P M Saw a Brig standing down upon us, At 8 board'd her, She prov'd to be the *Minerva* ——— Campbell Mast^r bound to Martinico 28 Days out Short of Water —

At Midnight Tack'd Ship to the S^e and East'd

At 1 A M took in Jib and Mizzen back'd the Mizzen top Sail

At 2 Set D^o At 3 took in D^o

At 4 A M Squally took one Reef in the Top Sails, the Brig in Company —

At 6 Set the Jib and Mains^l at 7 A M Saw Barbuda bearing S $\frac{1}{2}$ W dist about 3 Leag's Employ'd Setting up the Rigging fore and Aft. Supply'd the Brig with Water At 8 A M Tack'd Ship to the North'd and East'd. At 10 A M Barbuda bore South 4 Leag's Dist —

At Meridian Spoke the Letter of Marque *Henry* of 16 Guns from Liverpool bound to Jamaica 6 Weeks out W^m Corrival Master

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren* Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 28 June 1800

the first part Moderate and Heazy Weather two sail in sight to the Westward

at 12 $\frac{1}{2}$ P M the Jolly Boat came on board bore away to speak the Vessells in sight

at 1 P M spoke the *Industry* of Charleston from Jamaca bound to Havana for Water 16 Days out

at 4 spoke the Ship *Mary* from Havana of and bound to Savana S^t Cruz bearing South 7 Leagues Dist

took in Light sails at 7 P M

Middle part pleasant Weather and Breezes

at 5 A M set Light sails

Latter part pleasant Breezes

14 Men Incapable of Duty

Latitude Observed. 23° 41' North

Longitude Observed. 84° 16' West

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

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 29 June 1800

Commences Continues & ends with fine Southeasterly breezes, & clear weather. took on board from off the fore chains our heaviest Anchor & stow'd the same between Decks. Assisted the *China* with the Cutter & men to water their Ship. Deliv'd to Capt Benners' Ship *Dispatch* one Cask Beer also to Ship *John Buckley* a large barrell of Vinegar. Employ'd preparing the Ship for Sea. Whipp'd at the Gangway Amos Wheaton for neglect of duty, also Jos. Davenport for gross neglect of duty, both Marines. At $\frac{1}{2}$ 2 saw a Sail come into the Straits, Slip'd the Stream Cable & Anchor with a Slip buoy Call'd our boats from Shore. Up Anchor & gave chase. Spoke the Ship who was 109 days from the Capes of delaware. Call'd the *Columbia*. gave an Account of the *Congress* as having been dismasted after parting with us & had arrivd in a Southern port of the US — the *Columbia* came into Mew Bay & anchor'd with us. We anchor'd in

17 fathoms water good ground. North end Mew Island bore W B S. 2 miles, the Carpenters Rack off Princes island, bore W B N. 3 leagues. Welcome point bore NE. 3 miles.

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 29 June 1800

First part of these 24 hours fresh Gales and hazy Weather

At ½ past 4 P M Saw a Brig Standing to the Westw^d Shortn'd Sail and Board'd her the *Perseverance* of Philadelphia bound to S^t Christophers out 21 Days —

At 8 P M heavy Squals with Rain took in Courses and close Reefed the Top Sails sent down top Gal Yards Squally with Lightning, At Midnight Wore Ship under the fore & Main Top Sails —

At 1 A M Set the fore Sail and Mizen Stay Sail At 2 took in D^e

At 5 A M more Moderate with Dark heavy Weather Set the fore Sail & Mizen Stay Sail, A[t] 6 Squally —

At 8 A M more Moderate Set the Main Sail Jib & Mizen Top Sail —

At 10 let one Reef out of the Top Sails

Latt Obs^d 19.17 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 29 June 1800

These 24 Hours begin with Moderate Gales and Pleasant Weather at 6 P M took in Light sails

Middle part Moderate and pleasant

at 6 A M saw a sail bearing South Made sail and stood for her

Latter part Very Moderate Weather

16 Incapable of Duty

Dayly attention to pr[e]serve Health in Burning Wet Powder Vinegar Old Junk Washing with Lime and Pumping water in the Hold

Latitude Observed. 23°16' N.

Longitude Observed. 85°14' West.

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

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

[Washington, D. C.]

Navy Dep^t 30th June 1800 —

Captain R. GILL

SIR There were some shot cast last Summer for the French 12 pounders of the *Insurgente*. Be pleased to ship them as early as may be to Norfolk to be delivered to M^r Pennock: If however the *Insurgente* should have got down, let them be delivered on board at once — and if you have any double headed shot of a proper size, for the same Guns

send 300. also 48 double headed shot for French 18 Pounders. In short send all the shot you have which was made for the *Insurgente* —
I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

[30 June 1800]

Notice of John Morton, U. S. Consul, Havana, concerning the arrival of the French Privateer *La Fortune*, at Matanzas

American coffee house at the Havanna.

The American consul gives notice that he has this evening received advice (by express) that the French privateer *La Fortune*, has arrived at Mantanzas, with 3 American prizes, two from the United States, and one the schooner *Chance*, Capt. Graham, from this port.

J. MORTON.

HAVANNA, 30th June, 1800.

[LC, "New Hampshire Gazette", (Portsmouth, N. H.), 5 August 1800.]

To Secretary of War from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept. — 30th June 1800 —

SECRETARY AT WAR

D^r SIR Altho' I appear a party to the contract with Lee and Potts, I really know little or nothing about the property. The whole negociation was with McHenry. He was carrying it on & Making experiments for months, before he laid the subject before the President — The President directed the Purchase to be made with ——— but when I entered on the business it was contended by Potts and yielded by McHenry, that it had long been understood, that if the experiments answered, the Public was to buy either the smaller quantity of Property offered at 40000 thousand doll^r or the larger quantity at 50000 — I preferred the smaller quantity because it costs less money, and because I did not, & I could not from Mr. McHenry's documents, see that the larger quantity was necessary

I think before you make additional purchases it would be well to send Touissard, or some qualified Person, to examine and report — McHenry's information did not rest on Documents but on verbal communications I believe. I know that I could understand so little of the subject, that if I had not conceived the Public bound, I should have been for delaying the purchase for more information. — From what I could understand it appeared to me the ore was the desirable object for the Public. The furnace less so — The property now offered by Lee is connected with the Furnace. not the ore —

Mr. Henderson a respectable man near George Town, put into my hands the papers herewith to be del^d to you. I have not read them, but know they relate to a claim he has, not part of Lee's Iron Bank. The Atty Gen^l satisfied Mr. McHenry I believe that the claim was unfounded —

I am Sr. &

B[ENJAMIN] S[TODDERT]

[NDA, Sec. War ,LB, 1798–1824.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 30 June 1800

Fresh breezes and squally Employed as Necessary

At 3 Heavy squalls With rain close reefed the Topsails at 6 heavy squalls of wind and rain Reefed the foresail and furl'd the Mizen Top-sail and Mizen Staysail

At 12 Moderate breezes & Clear Weather

At daylight saw Monte Christi S SE 6 or 7 Leagues and a Strange sail to the Southward at 9 answered the private Signal of the United States Sloop of War *Trumbull*

At 10 Found one of Our Mizen Shrouds Gone spliced an Eye in the Shroud and lash'd it up at 11 up Top Gallant Yards made sail to the Southward —

At 12 Moderate breezes the Monte S by E $\frac{1}{2}$ E 9 Leagues

Latitude Observed 20° 27' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 30 June 1800

These 24 hours Commences continues and ends with a fine Breeze. Wind at SE. & Hazy — in the Morning sent the Cutter for water with the empty breakers. At $\frac{1}{4}$ past 7 Am, made the Signal for all the Captains in the fleet to come on Board which was comply'd with At 2 this Afternoon saw a strange Sail appear off welcome point & by her Vane at Masthead suppose her to be the Brig *Lapwing* of New York Capt. Clapp. made a Signal at our M^a Yard that we might be known by S^t Brig. was not properly answer'd by the Brig. Call'd the Cutter from the Shore, hove up & gave chase. At 3 pm spoke her & order'd her to follow us into Mew Bay. Capt. Clap was 2 days from Batavia & had heard nothing of the French privateer that we had made run among the Rocks toward Lampoon Bay on Sumatra. Made several tacks into Mew-bay & anchored at 5 pm. in 16 fms water hard ground. N. end of Mew island bore W. B S. Dist 2 miles. the Carpenters at S. end Princes Island bore WNW. 7 miles. Welcome Point bore NE. 4 miles releasd the people & prow beforementiond the watering place bore S B W. $1\frac{1}{2}$ miles distance.

Rec^d Supply of water Viz^t 185 Gallons
Water on Board 26664 d^o

Eleven sick men on board —

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 30 June 1800

First part of these 24 hours Moderate Breezes & Cloudy At $\frac{1}{2}$ past 2 P M Squally haul'd the Main Sail up and Brail'd the Mizen up, At $\frac{1}{2}$ past 3 P M Squally with heavy rain took in all Sail At 4 Moderate Set the Top S^t Mizen, Mizen Stay Sail and fore Sail —

At 9 P M Saw a Sail Stand^t to the Northd and East'd Wore Ship made Sail and gave Chace At Day Light Saw a Sail to Windw^d Set the Main Sail and Spanker

At 6 A M let the 2nd reef out of the fore & Main Top S^{ails} and sent up the Main Top Gal Yards, At $\frac{1}{2}$ past 6 Set the Main top Gal Sails, At 8 A M Tack'd Ship to the North'd and East'd sent up fore and Mizzen top Gal Yards and Set Flying Jib and Main top Gal Stay Sail

At 9 Set the fore and Mizzen & Mizzen top Gal Sails

At 10 A M Tack'd Ship to the South'd & East'd

Latt Obs^d 18.27 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 30 June 1800

the first part Moderate Breezes & flying Clouds

at 1 P M brot to and spoke the ship *Commerce* of Kenebeck from Jamaica bound to Boston Will^m Aggary Master 9 Day out

at 11 P M took in Light sails

Middle part Moderate and Pleasant

at $\frac{1}{2}$ past 4 A M Jonathan Greenleaf A Midshipman Died of A Yellow fever

at 8 A M buried his body in the Deep Af[t]er Reading prayers over the Corps

Made sail Occasionally

Latter part Moderate and pleasant

19 Men Incapable of Doing Duty

Latitude Observed. 22° 46' North

Longitude Observed. 85° 5' West

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

To Midshipman James Cox, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*

July 1st 1800 Off *Guadaloupe*

SIR I now give you charge of the Prize Schooner *Greyhound* which you will proceed with to St Christophers and there diliver her to to M^r Clarkson who will do every thing that is necessary —

You must take care of our Men & put them on board of some public Vessel to join us as I expect to be at Martinique till the 8th Ins^t

In haste

I am Yours

M^r JAMES COX

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

To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Alexander Murray
U. S. Navy

U S FRIGATE *Constellation*

Off *Guadaloupe* July 1st 1800

D M. CLARKSON Esq^r

D^r SIR I have sent you a small prize which you will do the best in your power with for the concerned

Altho' our late law respecting salvage does not authorise us to take more than $\frac{1}{8}$ yet by that law, we are to be governed according to the proceedings of Nations at peace with us & herewith give you a sketch of the 3rd Section for your Government, & as the British yet make us pay Salvage upon the tenor of the late law you are to demand one half of this Vessel & Cargoe for us

In haste to chase another Vessel in sight

I am

Your Most Ob^t

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

To First Lieutenant Bartholomew Clinch, U. S. Marine Corps, from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*
July 1st 1800 Off Basseterre

M^r CLINCH

SIR As commanding Officer of the Marine Corps, on board this Ship, it may be deem'd necessary to give you one general rule to be observed when ever the emergencies of the case requires it —

It very frequently happens that by manning prizes, deaths, or desertion. the Ships company is weakned, & in order to keep as full a Complement of Men at our Batteries, (which are our main dependance) we have to call upon the Marine Corps to fill up the vacancies, under these impressions, I shall, when ever deemed necessary give orders to that purport, to which you will attend, referring to yourself a full Authority over them notwithstanding —

It now so happens that we have a call upon you, & you will therefore spare such Men as you may think proper to fill up our vacancies, giving them directions to repair to their small Arms when called for

I am

Your Most Ob^t

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

[9 June to 1 July 1800]

Expenses incident to moving Navy Department from Philadelphia to Washington, D. C.

The United States, D^r for Expences of removal from Phil^a to B. Stoddert, Sec^y of the Navy.

1800. Paid for Packing furniture & boxes.....	33. 75
Ditto for assisting in Packing.....	17. 50
Paid rent in Phil ^a 21 days longer than the time I occupied the House from 9 th June to 1 st July at 800 D ^r	46. 00
Paid Expences from Phil ^a to GeorgeTown.....	216. 56
Paid Carriage & horse hire from Phil ^a & back.....	115. 00
Paid part portorage and unpacking at Georgetown.....	11. 00
	<hr/>
	\$439. 81

BEN STODDERT —

[1 July 1800]

Statement by Captain Mills of the Brig *Fanny & Jane* from New Orleans, concerning her being boarded by New Providence Privateer *Two Brothers*

Off the Belless, July 1st, at 3 P. M. was boarded by the *Two Brothers*, a New Providence privateer of 12 or 14 guns, who ordered the master and his papers on board the brig; and during the captains absence, John Patrick Fisher officer in the boat and first lieut. of the brig, insisted on seeing the people's protections; and after examining some of them, the people desired him to return them. Stop, dam'n you, its not the first time that I have trick'd some of you dam'd Yankey rascals; the second mate then told him that [line missing] rity to examine any ones protection; he then took up a piece of plank and struck him several times; the second mate opposed him, and got the better: the people interfered, and they were parted, and the business rested till the master came on board; as soon as the Master came on board Mr. Fisher insisted on the Masters flogging the second mate for insulting him: the Master told him that he could not do it; he then desired the black man in the boat to come on board and give him a flogging: The capt. interfered and told Mr. Fisher that no Negro should flog a man of his on board the brig, and said, that if he did he must take the command of the brig; said he would soon do that, and got into the boat and went on board his vessel, and soon returned with 14 or 15 men, armed with cutlasses and pistols; immediately on coming on board, he ordered the men to lay hold of the damn'd rascal and flog him, and let me see the man on board that dare to take his part; and notwithstanding all the captain could say, flogged him unmercifully, then ordered his men in the boat & abused the capt. and damned him for a Yankey rascal; & if he wanted any satisfaction, his name was John Patrick Fisher, of the brig *Two Brothers*, of New Providence.

WILLIAM MILLS, *Master*.

JOHN RUSSELL, *Mate*.

JOHN RUSSELL, *Mariner*.

Samuel Chambers, Alexander Scott, Archibald Kerd, John Wilson, John Chambers. — Passengers.

[LC, "Connecticut Journal" (New Haven, Conn.), 13 August 1800.]

Extract from Journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 1 July 1800

Strong gales & hazy weather. All hands employd in many parts of Ships duty. At 7 Am sent the Cutter on Shore with our empty breakers for water. at same time helped Captⁿ Webb's Brig *Exchange* of Salem to Weigh their Anchor & make sail. Rec^d daily supply of Water. took in & stowd the Stream Anchor in the Starboard fore Chains At 9 Am. made signal for the fleet to prepare for Sailing. At 10 made signal for the fleet to weigh anchor for Sea, which was done — At 11 weigh'd Anchor, made Sail & pass'd the fleet which

consisted of 14 Sail with the Brig *Lapwing* of New York who join'd us yesterday. At Meridian pass'd out of the Straits of Sunda. Java head & Princes Island in Sight Eleven sick men on board —

	F	I
Ships draught of water forward	17.	8
abaft	18.	10
Diff ^{ce}	1.	2

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (senior), U. S. Navy, commanding, Tuesday, 1 July 1800

First part of these 24 hours light Winds and clear all Set upon the Wind after the Sloop —

At 4 P M Exercised great Guns and small Arms —

At 7 P M the Chace bore E N E $\frac{1}{2}$ E —

At [8 ?] Tack'd Ship to the North'd and East'd

At Midnight pleas^t Breezes and Cloudy took in top Gal Sails and Tack'd Ship to the South'd —

At 1 A M Squally haul'd the Main Sail up At $\frac{1}{2}$ past 1 took in Spanker —

At 3 Set the Spanker At $\frac{1}{2}$ past 3 back'd the Mizen Top Sail At $\frac{1}{2}$ past 4 fill'd the Mizen Top Sail

At 5 A M Set the Main Sail and top Gal Sails

At 9 A M Berbuda bore West At $\frac{1}{2}$ past 9 Tack'd Ship to the North'd and East'd

Latt Obs^d 17 — N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 1 July 1800

The first part Moderate and pleasant

took in Light Sails at 3 P M

at 10 P M Sounded in 35 Fathoms of Water

at 12 Midnight Sounded in 30 Fathoms Water

Middle part Moderate and pleasant

Sounded Different times

at 10 A M Henry A Williams Lieut of Marines Died of A fever

at 11 buried his Body in the Deep After the Usual Ceremony being over

Sounded in 45 Fathoms Water Rotton Shells on the Bank of Cape Catouch

Latter part Moderate

22 Men Incapable of Duty Still our Case is Meloncoly

Latitude Observed. 22° 56'

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

[2 July 1800]

To William Lewis, of Lewis & Ingersoll, Counselors, from Captain Alexander Murray, U. S. Navy

PHILA^a Oct^r 15th 1800WILL^m LEWIS Esq^r

SIR As the affair of the Schooner *Charming Betsey* seems to be involved in mystery & doubt, as to my authority for recapturing her, I must beg leave to trouble you with a few observations to elucidate this business, & to state matters of fact —

On the 2^d of July last, while on a Cruise under the Lee of Guadalupe, at Midnight we descried two vessels near us, we gave chase to them & soon came up with one of them, which upon hailing we found to be a Prize to the French, the Cap^t then on board of her requesting me to take charge of him which I did do, & upon examination found she appeared under Danish Papers, but the *Process verbal* of the French prize Master was very different from the Cap^t's assertions, of her being a Danish Vessel, at all events the Cap^t seemd well pleased that I had recaptured him, stating that he had no doubt but the French Tribunal woud have condemn'd him, right, or wrong, and upon a strict examination I found neither Log book or Journal to give me any Clue into the intricacy of the affair — thus circumstanced, & acting agreeably to my Instructions, I had no alternative but to take her into Port, after my arrival at Martinique, I advised with the Cap^t what was best to be done, he asserted that I ought to give him up the Vessel & cargo, declaring at the same time, he wou'd not take her to Guadalupe the place of her original destination for fear of difficulties, but this I cou'd not do, & thought it better for the benefit of the concern'd that I shoud order a sail of the Cargo at Martinique as it was of a perishable nature, & the proceeds to be remitted to the bank of the U. States 'till further determination, offering at the same time, to give up both Vessel & Cargo upon his giving me sufficient security to prove property, but this he wou'd not, or cou'd not do, therefore was obliged to send her to the U.S. for further investigation, at all events, whether the property is to be considered as Danish, or American, I conceive we are intitled to Salvage

I inclose you my Letter of Instructions to M^r Gay [dated 6 July 1800] — & am

Yours —

[NDA. A. Murray's LB. 1799–1805.]

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

[PHILADELPHIA, PA.]

July 2^d 1800M^r B. STODDERT

SIR If it is agreeable to you, I will withdraw from the Frigate *U. States* about 25. men to compleat the Detachment for the *Insurgent*, there will then be enough for a Guard, at present they are only employ'd as day labourers to the great Injury of their Cloaths, as it is

not probable from the Accounts, I have received, that the Frigate will sail for these 6, Months, I shall be able by that Time to replace, all the Men; I may take from her. —

The news of M^r Jefferson's Death, stands here uncontradicted Gov^r M^r Kean is talked of as President, and tho' the Demo^s dont, absolutely like him, yet as he himself is determined to run they will be obliged to support him. —

I have the Honor to be
your, Ob^t Ser^t —

W, W, B

[MCA, LS, 1800-1801.]

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

[WASHINGTON, D. C.]
N Dep^t 2nd July 1800

Cap^t SAM^l BARRON

SIR, I am honored with your letter of the 4th June, & have directed Cap^t Gill, Navy Storekeeper at Phila^a to send down for you immediately at New Castle — 80 Muskets & 100 round of Ball. There are no Pistols on hand, & it is an article which perhaps will never be wanting on board of the *Chesapeake*, as long as she continues above water. You must be content with what you have

As to Cannon, you cannot remain long enough at New Castle, to mount any, & therefore I have directed none to be sent.

You will on your arrival at New Castle be pleased to apply to Mess^{rs} Riddle & Bird to furnish you with as much provisions, as you will have consumed in your cruise — and prepare yourself for sea, in five or six days, after arrival. The French cruizers are making great havoc among our Merch^t vessels.

I have the honor &^c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[Washington, D. C.]
Navy Dep^t — 2^d July 1800 —

Mess^{rs} S. HIGGINSON & Co —

GENT — M^r Soderstrom Swedish Consul having produced a power of Attorney authorising him to receive 435 doll^s for Swedish Goods captured by the *Merrimack* in the *Buonaparte*, and which I mentioned to you in my letter of the 30th April, I have paid him that sum on your Account, as prize Agents; and its charged to you as Navy Agents on the Books of the Accountant, you will of course retain it out of the proceeds of sales of the Prize.

Enclosed is the power of Attorney, proof of the Property and receipt for payment to M^r Soderstrom's order.

I am &C

B — S —

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

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

Moderate and Clear Weather

At 3 Tack'd In towards Isabella Which bore SSE 12 or 13 Leagues

At 6 Double reefed the Topsails

At 7 Tack'd to the Eastward

At 8 the wind wore round S by W which Continued until 10 with fresh Breezes during which time we ran under an easy sail to the Eastward —

At 12 light airs Variable from the Southward at day light saw the high Land of Port a Plate bearing SE by E 5 or 6 Leagues and the United states Ship *Trumbull* to the Northward

Employed Washing and Fumigating between Decks — AM at 11 Made the private signal to the *Trumbull* to Come within hail —

At 12 Moderate breezes from the Eastward Port a Plate SE by E 10 or 11 Leagues *Trumbull* in Company

Latitude Observed 20°27' North

[NDA, photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 2 July 1800

Strong gales and hazy weather; passed Mew-island out of the Straits of Sunda to the WSW. At 1 pm. Java head bore ESE. 5 leagues, down top G yards & launch'd T G masts hove too for the fleet to come up. At 4 pm made Signal N° 14 — answerd. At 5 made signal N° 71 — answerd. & at ½ past 5 made Signal N° 12, & were answerd by the fleet. At 8 am. all the fleet in sight. Ship under F. T. M. S. sail made Signal N° 9, answerd. Set the Jibb: Unbent cables, sent small anchor below. 10 sick men on board.

Lat. Observed 7.38 S

Longitude in 102.55 E

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 2 July 1800

First part of these 24 hours Moderate and pleas^t Employ'd drying fill'd Cannon Cartridges & Rove new fore Braces —

At 5 P M. Tackd Ship to the S^d & E^d At ½ past 5 took in top Gal Sails At 6 Squally haul'd the Main Sail up and took in the Spanker —

At 10 Set the fore and Main top Gal Sails

At Midnight Set the Mizzen top Gal Sail

At 5 A M Saw a Sail bearing S S E made Sⁱ and bore down —

At 6 A M Saw 2 Sail to Windw^d a Ship in Chace of a Sloop At ½ past 6 Saw Land Suppos'd to be Antigua bear^d West —

At 7 Boarded Ship *Herman* John Hendrick Mast^r from Bremin to S^t Thomas's 6 Weeks out At 8 made Signals for the Ship which was ans^d Tackd Ship to the N^d Set royals and top Gal Stay Sails At ¼ past 9 Saw the Ship to Windw'd bring the Sloop too —

At 11 A M Tack'd Ship to the Southd & Eastd Employd painting
Sides and washing the Orlop Deck — Carpenters fitting top Mast
Steering Sails Booms Meridian Light Winds

Latt Obs^d 17.14 N.

[NDA, original.]

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

the first part Moderate and pleasant

Squally by times took in Sail Occasionally

at 4 P M Sounded in 45 Fath Water

at 11 P M Sounded in 30 Fathoms Water Rough Bottom

Middle part Moderate and Squally

at 1 A M Sounded in 45 Fath Water

Took in Sail it being Squally

at 2½ A M Daniel Harvy Died Buried him Sounded in 46 Fath
Water

at 5 A M Richard Kays Died Buried him

at 8 A M Alexander Campbell Died Buried

Sounded in 48 Fathoms Water

Made Sail Occasionally

Latter part Moderate Weather & flying Clouds

18 Men Sick unfit for Duty

Latitude Observed. 23°59' North

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

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

[WASHINGTON, D. C.]

N: D: 3^d July 1800

Cap^t JAMES SEVER

Norfolk

SIR, I presume that before this time, the men enlisted at Balt^o must
have joined you, and I sincerely hope, that in all other respects you
are ready for sea — for there is abundant occasion for your services.

I pray that disregarding wants of small importance (for your cruise
will probably be not a long one, & it is still more improbable that you
will meet with any thing of force to contend with you) you proceed to
sea, immediately on receipt of this, to take your station off S^t Domingo,
agreeably to former Instructions — But as the French Privateers are
doing great mischief near our Coast, you must spend some time in
looking after them — You will please, therefore, after leaving the
capes, make an Easterly course, until you obtain the Long 68, keeping
rather North of 37. North Latitude — and cruise for a week in
search of enemy vessels between the Long. 68 & 66 — and even
longer, if you should hear any thing of such Vessels — After performing
this service, you will proceed to Cape Francois & releive Cap^t Talbott
in the command of that station — Should it so happen, that you should
find Cap^t Murray of the *Constellation* there, you will direct him to
leave S^t Domingo, & return by way of the Havanna, to cruise between

the Islands & our own Coast. It is impossible to point out precisely the cruising ground, which it will be most proper for him to occupy. He must Judge from the best information he can collect; but after he has been a little while on the coast, he may go into Delaware, & as high up as New Castle, apprizing me by any opportunities that may occur to Balt^o & Norfolk, of the time he will be there that I may have his orders ready to meet him — as he will have provisions on board to last him longer than to New Castle, & it being very difficult and expensive, to send provisions to the Islands, it will be proper for him to deliver what he can spare, to the other Vessels at St^o Domingo, or to the Navy Agent, M^r Levy, at Cape Francois.

All Vessels recaptured, should be sent to the Port to which they belong — great complaints are made, & justly, on this subject. I enclose the late Act of Congress respecting Salvage.

Wishing you a speedy Departure & an honorable & successful Cruise

I remain &c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Navy Dep^t 3 July 1800

Cap^t TRUXTUN

N York

SIR, I am honored with your's of the 30th ult.

On the subject of your Commission, it is certainly proper that you should have a new one; and if you will return to me the one you now have, I will have another made out and sent you.

It is impossible to get M^r King on board the *Congress* — She will sail, before he could join her.

Doc^t Balfour has been ordered to join you; & if he has not already placed himself under your command he will I presume do it shortly.

M^r Garretson's accounts are so deranged, and difficult to be settled, that it is impossible to say when he can be sent on. The principle of not permitting a Purser to go to sea without settling his accounts, is so essential to be adhered to, that it must not be deviated from in any instance. If his accounts are settled before the *Pres^t* sails, I will send him on. In the mean time you will be pleased to call on M^r Martin.

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Navy Dep^t — 3^d July 1800

Mess^{rs} S. HIGGINSON & Co.

GENTLEMEN I am hon^d with your letter of the 25th Ult^o — I agree with you, that the *Boston* could not be more usefully employed at this moment than in the service you mention.

Then it will be highly gratifying to me to hear that your plan has been put in execution. The *Insurgente* will sail to scour the Coasts on the 15th The *Chesapeake* is now on the Coast, and we shall soon have one or two vessels on the same service —

I am &C

B — S —

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

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 3^d July 1800 —

THOMAS FITZSIMONS Esq^r

SIR I am hon^d with your letter of the 30th Ult^o Without waiting for the result of the application of the Merchants to the President, I shall certainly take every step in my Power to protect their Commerce — The *Insurgente* I have det^d shall sail on the 15th from Balt^o to cruise after the Privateers near the Coast, ready or not —

The Captains have long been ordered to send recaptured vessels, if practicable, to the Ports which they belong —

We have heard nothing here, of the President's return to this Place. And we know at this place, of nothing to induce his return — If he is really coming, it must be in consequence of information he has received on the road, and not from the Seat of Government —

I will take another opportunity to reply to other parts of your letter, which I have sent to the Sec^y of State — I am just now full of business. I will just observe that the last acc^{ts} from M^r K ——— hold up the Idea that further arrangements besides a New Board, seem not improbable

Wishing to hear from you frequently, and whenever you think it necessary to suggest any thing respecting the Navy.

I am &C

B S

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

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

CITY OF WASHINGTON

Navy Dep^t 3rd July 1800

Cap^t FLETCHER

of the *Insurgent* Balt^o

SIR, The *Insurgent* must sail on the 15th of this Month, whether she is prepared or not.

You must therefore instantly open rendezvous & exert yourself to the utmost to have her as well prepared as possible, by that time.

She is wanted to cruise on the coast for a short time, where it is not probable, she will meet with an enemy of equal force, even if not completely prepared.

M^r Campbell will render you every assistance in his power

I have the honor &^y

* * * * *

B: S.

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t — 3^d July 1800 —

A. CAMPBELL Esq^r

D^r SIR I have this day written to Captain Fletcher, that the *Insurgente* must positively sail on the 15th of this month —

This may appear to you, impracticable, but she must sail on that day, whether prepared or not — If she is only half manned or fitted she must sail, as she is wanted to cruise on the Coast, where it is not probable she will meet with an equal force, even in this situation.

You will give every aid in your power, to effect her preparation by that time, as she must sail whatever may be her condition.

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Israel Whelan, U. S. Purveyor, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 3^d July 1800 —

IZRAEL WHELAN Esq^r
Purveyor

SIR The Secretary of State having his hands full of important business, has obtained my promise to correspond with you, on the subject of the *George Washington's* Cargo —

It is absolutely impossible to understand from the Documents to be found at this place, the whole of the Algerine Subject — A list of articles to the am^t of 95700 doll^s, was given by Col^o Pickering to M^r [Tench] Francis, to be shipped in the *Sophia*. This list you have, and it must be ascertained by you, for it cannot be done here, what of these articles were shipped in the *Sophia*, and what remains now to be shipped in the *Geo. Washington* — The articles so remaining, or as many of them as can readily be procured, as well as what remains to be shipped of the articles *wanted for the Regency*, and the articles *wanted for the Dey*, you will be pleased to have procured and shipped on board the *Geo. Washington*, with all possible expedition —

The Treasury Dep^t is not yet so arranged as to admit easily the remittance of money. — I presume you can as readily procure the whole of the articles wanted, and as cheap, at 20 or 30 days credit, as for money —

It is not meant that the *George Washington* shall be loaded as deep as a Merchant Ship. She must be in a condition to fight — You will please to consult with Capt^o Bainbridge, and if you find the whole, and also the Plank, and the 7 or 9, nine pound Guns, too much for the Ship to carry, you can leave out of the articles to be purchased, those which are least valuable.

Doct^r Gillaspie can give the information of what is meant *Note* numbered from 1 to 6. If he cannot, no person can, — please to consult him on the subject.

I am &C

B. S. —

[NDA. GLB, Vol. 3, 1799–1800.]

To Lieutenant Miles King, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U. S FRIGATE *Constellation*
Off *Dominico* July 3. 1800

Lieut M. KING

SIR I wish to leave it to your option whether you will continue on board the Prize [*Charming Betsey*] or not, as we can send one of the Masters Mates if you wish it, otherwise, in case of seperation you must follow us to St Peirres endeavouring to keep as close to us as you can.

There are some mysterious circumstances respecting this Schooner, which we must closely investigate. when we get into Port in the mean time you must look well into her log book, & be as prying as possible as I hope to prove she is American property & pursuing an illicit trade at all events, I think to dispose of her Cargoe at Martinique for the benefit of the concerned, & to have the proceeds lodged in the Bank of the United States till her tryal is decided, the Vessel must, I think go to America with all the Vouchers we can procure, for we know there is a deal of underhand work carried on from Baltimore in this circuitious manner

I am

Your Most Ob^t

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

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

WASHINGTON, D. C.]
Navy Dep^t 3^d July 1800

WILLIAM MARBURY Esq^r

SIR M^r Geo. Sutherland is entitled to be paid 5 doll^s 70 Cents — for keeping a Horse in George Town 6 days — which he rode from Phil^a haveing in charge a waggon loaded with the Documents of the Navy Office, and for paying Men to assist in transporting Boxes & C from the landing to the Office in the City of Washington

For the Sec^y of the Navy

A. T —

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 3 July 1800

Moderate breezes and hazy weather lying too off Cape Isabella *Trumball* in Company at 5 bore up to the Westward till 12 Midnight under an easy Sail parted company With the *Trumball* —

at 12 Brought too with the Main Topsail to the Mast Ships head South Sounded every half Hour at day light saw the Monte SSW 4 or 5 Leagues distant Made sail and ran down towards the Cape —

Employed rousing up sails and getting up the Bread cleaning out the bread room and Sail Room

At 12 Moderate breezes and cloudy from the Eastward Cape Francois bore SW 3 Leagues

[NDA, photostat.]

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

Squally with rain. —

At $\frac{3}{4}$ past 2 saw Land off our weather Bow —

At 7 P M the Land bore W N W the most Northerly part appears
as flat Keys & the most South^r as a Hammock. Dist. 4 Leag. —

Squally —

At 6 A M Saw the High Lands on the Isle of Pines, bearing N B E.

Lat. $21^{\circ}27'$

[NA]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday,
3 July 1800

First part of these 24 hours light Airs and pleas^r Weather At 2
P M Saw a Sail to the South'd

At 4 P M beat to quarters and clear'd Ship for Action —

At [$\frac{1}{2}$?] past 5 Spoke the British frigate *Hydra*

At 6 Tack'd Ship to the N^d & East'd at $\frac{1}{2}$ past 6 the East end of
Deserada bore S E by S & the West end S $\frac{1}{2}$ W 4 or 5 Leags dist, the
North end of Gaudaloupe S W by W —

At 2 A M Tack'd Ship to the South'd & Eastd At $\frac{1}{2}$ past 2 A M
Squally took in top Gallant Sails, At day light Set top Gal Sails —

At 6 A M, Tack'd Ship to the North'd & East'd Deserada bearing
S $\frac{1}{2}$ E dist 6 Leags

At Meridian Tack'd Ship to the South'd & East'd

[NDA, original.]

To Rufus King, U. S. Minister to London, England, from Thomas Auldjo

COWES 4 July 1800

SIR

* * * * *

The *Belvidere* letter of Marque of Philad^a in Jan^r last off Scilly
pickt up a French Shallop laden with Wine, with no person on board
& sent her in here — The Agents for the *Belvidere* in London not
being allowed to sell her here, mean to send her to Guernsey for that
purpose & a Master is come down to take charge of her — I wish to
know whether there would be any impropriety in my giving the person
taking charge of this vessel a Consular Certif^e setting forth that She
was captured by the *Belvidere* American letter Marque & sent in here
& that She is now bound to Guernsey — She will otherwise have no
papers whatever & it is probable She may be stopt by a British
Cruizer if met with —

I am with much respect

Sir

Your obd hble Ser^t

THOMAS AULDJO

The *Cleopatra* american Ship is here wind bound for Charleston

[SDA. CL. Southampton. Vol. 1, 1790–1829.]

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

Moderate breezes and Clear weather at 1 Bro^t too and sent an Officer and boats crew Into the Cape which bore SSW 3 Leagues at 2 filled and Made sail to the Northward at 3 Tack'd to the Southward and 8 Tack'd to the Northward the Cape SW $\frac{1}{2}$ W 4 Leagues Carry'd away the larboard Main Swifter In the Wake of the Main Yard —

Continued standing off and on all Night at day light saw the Cape bearing SSW 3 or 4 Leagues and a Strange sail to the Eastward which we chased and Boarded at 9 At 11 brought too off the Cape waiting for the Cutter to Come — at 12 the [Cutter] Came along side from the Cape which bore WSW 4 Leagues

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 4 July 1800

Commences with strong breezes. At 1 am observ'd the *Smallwood* to make the Signal to speak the *Essex*. Shorten'd Sail & spoke the *Lapwing* & desired her to speak the *Smallwood*, Made signal N^o 9. At 3 hove too, answerd signal N^o 27 & hoisted a pendant at the Main; Sent Surgeon's mate on board the *Smallwood*, Boat returnd. Made Signal N^o 12. At Midnight under Close reef'd fore topsail on y^e Cap. At 1 set M. T. M. S. sail. at 6 all the fleet in sight. At $\frac{1}{2}$ past 6 Simon F. Williams, Steward, died. At 8 committed his body to the deep.

Lat. Observed 10.0 S

Longitude in 99.0 E

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 4 July 1800

Light Breezes and pleas't At 1 P M Saw a Sail bearing S S W At $\frac{1}{2}$ past 3 pass'd the *Hydra* Frigate —

At 4 Saw a Sail under our Lee Set top Gal Sails Stay Sails and flying Jib. Squally took in flying Jib and Stay Sails At $\frac{1}{2}$ past 5 Tack'd Ship to the North'd & East'd

At 6 P M Deserada S $\frac{1}{2}$ E dist 8 or 9 Leag's —

At 8 P M Tack'd Ship to the South'd and East'd

At Midnight Tack'd to the N^o and East'd. Squally —

At 4 A M Tack'd to the South'd and East'd

At 7 A M Saw a Sail to the South'd —

At 8 Spoke the British Privateer *Peggy*, Liddle Master from Antigua At 9 took in top Gal Sails At 10 Tack'd Ship to the North'd and East'd —

At $\frac{1}{2}$ past 11 Muster'd all hands & read the Articles of War

At Meridian Moderate the East end of Deserada bore S $\frac{1}{2}$ E the West end S W

Latt Obs^d 16.40 N

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 4 July 1800

The first part Calm and Cloudy
 at 12½ P M George Nowell Died. Buried him After the Usual Ceremony
 took in sail and Made it Occasionally
 at 8 P M Samuel Rundlet A Midshipman Died Buried him After the Usual Ceremony
 Middle Fresh Breezes and Cloudy
 Squally from 12 to 4 A M
 at 3½ A M John Grant Died Buried him After the Usual Ceremony
 Made Sail Occasionally
 Latter part Very Moderate and pleasant
 15 Men incapable of Doing Duty
 Let Andrew Brown the Thief from Irons
 Latitude Observed. 22° 28' North
 [HS of Old Newbury, Mass. NDA photostat.]

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

[WASHINGTON, D. C.]
Navy Dep^t — 5th July 1800 —

Col^o BURROWS

SIR It is perfectly agreeable to me that you take from the Frigate *United States* the Marines requisite to complete the Detachment for the *Insurgente* — You will be pleased to order them on immediately. The *Insurgente* is under sailing orders for the 15th Inst —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Lieutenant Josias M. Speake, U. S. Navy, from Charles W. Goldsborough for
 Secretary of the Navy

[WASHINGTON, D. C.]
Navy Departm^t 5 July 1800

L^t JOSIAS M SPEAKE

Alex^r

SIR, The Secretary of the Navy, has desired me to express to you, his very great surprise, that his Instructions of the 26th ult, directing you to repair immediately to Balt^o to Join the *Insurgent*, have not been attended to; and that he expects, if immediate attention is not paid to them, you will resign your Commission.

I have the honor to be &c^o

C W G — By order.

[NDA. OSW, Vol. 4, 1800–1801.]

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

CURACAO 5th July 1800

SIR I had the Honour of writing you on the 21st Ult^o per the United States Ship *Delaware* when I sent her Acc^t of Disbursements & my account Current, Balanced by 2015\$ 83 in my favour, I now send a Copy of my Account Current & beg leave to advise you that I drew on you on the 28th Ult^o in favour of Francis Briggs at 30 Days Sight for said balance.

When the Brig *Scammel* went from hence to S^t Kitts she call'd at Porto Cavello and at Guayra & at each place took up refreshments & provisions from my Corresp^{nts} the amount of wth I will shortly furnish, as also my acc^t of monies paid for sick Americans to D^r Forbus & for their Board & ca. —

I have the Honour to be with perfect respect. —

Your Mo^t ob^t Serv^t

[JOHN MARSHALL]

The Secretary of States

[SDA. French Spol. CA, Curacao, 1797-1801.]

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

[WASHINGTON, D. C.]

Navy Dep^t — 5th July 1800 —

Mess^{rs} S. HIGGINSON & Co —

GENT The Treasury Dept is not yet in full operation here. It has ceased at Phil^a — at this moment there is a difficulty in making remittances, which indeed has existed several days — In two or three days more, it will be over, when money shall be sent you.

I am & C

B — S —

P. S. Both the *Insurgente* and the *Congress* are ordered to sail the 15th Inst. The *Congress* will sail by that day. The *Insurgente* I fear may be kept two or three days later. The *Chesapeake* is on the Coast —

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 5 July 1800

Moderate Breezes and cloudy Lying too off Cape Francois —

At 2 filled and made sail to work to windward

At 7 the cape bore SW B S at 8 Variable winds from the Eastward With Thunder and Lightning Ships head to the Northward —

At 12 Moderate breezes, at day light gave chase to the Northward —

At 9 shortened sail brought too & Joined Company With the United States Brig *Augusta* Lieu^t M^cElroy who had returned from a Cruise the south side Hispaniola at 12 the Cape bore S B W 4 Leagues Distant

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 5 July 1800

Commences with fresh breezes & pleasant weather. At 2 pm. clued up F T sail, and hauld down M. T. M. S. sail. At $\frac{1}{2}$ past 4 pm. made Signal N° 83. hoisted Colours & fired a Salute of 16 guns. At 8 pm. saw a strange sail ahead, gave chase to her, found her to be a Danish Ship from Copenhagen bound to Batavia. At 6 am. all the fleet in sight. Set Jib & M. T. M. S. sail. At 9 hove too, to set up the riging. Made signal for the fleet to go on. WSW. and keep all together. Wore Ship & lie to S^d to set up Starboard Riging. Made sail after the fleet. 7 sick men on board.

Lat. Observed 10.43 S

Longitude in 97.17 E

[LC, EPP, 1799–1800.]

Extract from Log of the American Merchant Ship *Friendship*, 5 July 1800

Begins with gentle breezes & cloudy at $\frac{1}{2}$ past 1 pm saw a ship stand^d to the Westw^d at 2 pm saw 3 Ships bear^d N b E Running Down for us at 5 Saw a Sch^t stand^d to the Southw^d at 6 pm one of the Ships gave chase to her the other 2 Keep steady after us at 8 the Ships bore N W at 9 lost sight of them, at Day light the 2 Ships in chase right astern at 4 the headmost gave us a Gun & hoisted English Colours at $\frac{1}{2}$ ps^t 4 another shot wich Dropped far ahead they proved to be his Majesty's Sloops of war; (ship *Hazard*) Capt Butterfield, & Brig *Penguin* Capt Littlehales the former 16 and the Latter 18 Nine pounders they treated us politely and lett us proceed with only a few minutes Detention Soon after spoke a ship from Liverpool Bound to N York Long^d 10°. 15' W.

Latt^d 49°. 13' N.

Long^d 9°. 21' W.

[Essex Institute.]

To Vice Admiral of the Blue, Hugh Seymour, R. N., from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*

St Pierre Roads July 6. 1800

MY LORD Permit me to make my most cordial acknowledgments, for your polite, & friendly courtesy in granting me a fore mast when I commanded the *Insurgente*; and which favor hath been highly estimated by the Executive of the U. States —

I have once more taken the liberty of adressing your Lordship on the subject of our Salvage law —

In the last session of Congress, I find a repeal of the old law, and the one now in operation I herewith enclose for your Lordships perusal. What I wish now to be informed of, is, whether your Instructions still extend to the demand of Salvage on American Vessels upon the tenor of our old law, as your Lordship will observe, by the 3rd Section that we are to govern ourselves agreeably to the practice of other Nations in amity with the U. States, and having lately recaptured an English Vessel from Halifax & sent her into St Christophers, I should be very thankfull if your Lordship would honor me with a few lines on

the subject, that I may give orders to my Agent there to conduct himself accordingly

With the highest consideration & respect

I have the honor to be your Lordships

Most Ob^t

H[u]mble Serv^t

LORD H. SEYMOUR

V. Admiral of the Blue

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

To John Gay, U. S. Agent, St. Pierre, from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*

St Pierre Roads July 6. 1800

JNO GAY Esq^t

Sir You are hereby required by me to dispose of the Cargoe of the Schooner *Charming Betsey* trading under the fictitious mask of Danish property, and recaptured by me under Guadaloupe —

The proceeds of the sales you are to remit to the Bank of the U. States for the benefit of the concerned, as may appear hereafter by the decree of an Admiralty Court of the U. States & if the Capt can give Bond and good security for the value of the Vessel, provided she is condemned, I have no objections to the giving of her up to him

I am

Your Most Ob^t

H[u]mble Serv^t

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

[6 July 1800]

Protest of Israel Trask, Master of the American Ship *Amazon*, captured by the French cruiser *La Mouche*

[Translation of original Protest in Spanish]

In the city of Corunna, on the 14th day of July, in the year one thousand eight hundred, before me, a notary of His Majesty, and witnesses, appeared present he, who through the interpretation of Dr. Joseph Becerra, chargé d'Affairs of the United States of America in this Kingdom, said he was, and was named, Mr. Israel Trask, captain of the American ship named the *Amazon*, and thro' the same interpretation said that he departed from Nantasket Roads, the outer harbor of Boston, the 17th of June, the present year, destined to Cadiz, or Malaga, with a cargo of sugar, cocoa, and other effects, according to his dispatches, invoice, and bill of lading, all on account of the house of Marston Watson, of said port, and others, all merchants and inhabitants of the United States.

That thus he departed with said vessel, well dispatched, stored, manned, and provided with every necessary for undertaking the voyage. That he thus continued on his destination with all possible expedition, with moderate winds and fair weather, until the 6th instant, when, being in forty degrees of north latitude and twenty-six degrees of longitude west of London, a sail was discovered in the south, about eight o'clock in the morning. They observed her following in the same course as the vessel under his command, which

was to the southeast, and he perceived within a few minutes she wore around and came to pass by his weather beam at the distance of half a league, and came up until she placed herself in his wake, then hoisted the American flag, and continued giving them chase under the same colors. He crowded, a little after, all his sails, continuing the chase, which was about half after eight in the morning and this confirmed the fear which they had that she was an enemy on account of which they immediately set all their sails for greater advantage of the vessel, and they started six casks of water to lighten her, in order to make her sail faster. They observed, notwithstanding, that the vessel which chased them gained, and that at length in a short time she would come up alongside of them, provided the wind should continue from the same quarter.

About half after twelve she came up at the distance of about half a gunshot, and then lowered the American flag. She hoisted the French national flag, and a few minutes afterwards fired one of her bow chasers with ball and grape, and immediately the ship of the deponent hoisted her American flag at the mizzen peak. Soon afterwards she fired another gun with ball and grape, which passed over the vessel of deponent; then he took the determination of consulting with his officers upon what was proper to be done in this situation; and after having maturely considered the situation of his country with the French Republic in regard to the navigation of American ships, and the moral certainty of being captured by the French cruisers after the innumerable instances of other ships of the same nation in similar situations, as also the reflection on the examples of the cruel atrocities committed on American crews by several privateers under the French national flag, and fearing that this might be one of that class, as he had a license from his Government to carry guns for the express purpose of defending himself from the hostile attacks of vessels which should sail with the national flag on the high seas, they determined, as the means most eligible to save their persons and property, to oppose all their forces to the hostile attack, which continued on the part of the vessel which chased them; and the consultation being finished, this resolution determined upon, the crew was placed at their different posts, and thus they waited until the enemy should come nearer, in order to see if he continued in firing on them, and observing that, the nearer he approached, increased his firing, after having received numerous broadsides of ball and grape which cut his sails and broke his rigging considerably, some part of the grape entering by the stern, then they began to defend themselves, being a little more than one o'clock, with the enemy on their weather quarter.

The action continued in the same position with great vigor on both sides for about two hours, or something less, at the distance of pistol-shot, in which time the vessel under his command suffered much damage in the sails and rigging; the enemy afterwards bore across his stern with an intention as he presumed of raking them, but during ~~his~~ the action, having set all his sails, following his course, they were able to gain sufficient distance and to prevent his intention, but the enemy did nothing else but change his position, placing himself alongside on their lee quarter, and again recommenced the action with vigor, continuing till six in the afternoon, in which time he had one man killed and the second officer dangerously wounded; the

mizzen top-mast and mizzen-gaff carried away, and only the bare pole of the mizzen-mast remained, the braces and sheets torn, with the foretop-sail shot in pieces, with the greatest part of the shrouds and running cut away.

In this condition, with no appearance of preventing their being taken, the deponent consulted with Mr. Amory, who was interested in part of the cargo, under whom, jointly with the deponent, the management of the voyage is intrusted, and with Mr. Boudwitch, the first officer, upon the expedience of making more resistance in that condition against forces so superior, and it was determined that it would be imprudence and only to seek destruction and death to be obstinate; and then, with the greatest regret, he ordered the flag to be hauled down, which was done; notwithstanding which the firing of musketry and blunderbusses against the vessel of the deponent continued some minutes after having surrendered, which made them believe they had fallen into the hands of those who had so cruelly treated they countrymen; but, in honor of truth, of the captain and of the officers of the French cruiser *La Mouche*, De Burdeos, which he knew the said vessel was called, he ought to say that their conduct was very different from the fears which they had inspired; and in respect to the damages and injuries which arise from this unjust detention, or which will arise till she is placed at liberty, he protests against the captain of the cruiser, her owners, the concerned, the insurers, and against whom it may be necessary, as he swears, according to the institutions of his religion, before me, the notary, and the witnesses who have been so of all this. Dn. Nicholas Lopez and Dn. Juan Vello and Dn. Joseph Lucas Labrida, inhabitants of this city.

He signed it with Dr. Josef Becerra, and of it I, the notary, certify. Israel Trask. Josef Bozina. Before me, Joseph Rodin Luaz Jayose. And as soon as the foregoing protest was drawn up, having appeared before me, the notary and witnesses, those who by the same interpretation of Dr. Josef Becerra declared they belonged to the said vessel, and were named Nathl. Amory, concerned in the cargo, Joseph Bowditch, first officer, Richard Collins, the boatswain, and Daniel Law, boatswain's mate; and said Joseph having explained to them the contents of said protest through the same interpretation, they said all had occurred exactly as is related, and which they reaffirmed and swore to upon the institution of their religion in my presence and in that of all the said witnesses; they sign with Dr. Joseph; and of all this I, the notary, certify. Nathal. Amory, Joseph Bowditch, Richard Collins, Daniel Law, Joseph Becerra. Before me, Josef Rodriguez Layose.

It is a copy of its original which passed and was deposed before me and remains in my power for the record, to which I refer myself, and as notary of His Majesty, and of the revenues collected in this city and port, and at the request of the deponent I give these presents, which I sign on this paper, used at Corunna, where I reside, on the day, month, and year of his deposition.

In testimony of truth.

JOSEPH RODRIGUEZ LAYOSE.

I, Joseph Becerra, V. C. and charge d'affaires for the United States of America in the province of Salicia, do hereby certify that the foregoing is a true copy of the protest entered by Captain Trask before the Notary Joseph Rodriguez Layose, who has signed.

In testimony whereof I set my hand and the seal of office this day, the 24th July, 1800.

JOSEPH BECERRA.

I, the undersigned, sworn interpreter of languages, do certify that the foregoing translation from the Spanish language is true, and that the copy of the certificate of Joseph Becerra is correct.

FRANCIS SALES.

BOSTON, May 22, 1801.

[Ct. of Cl. French Spol. Case No. 2391.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Sunday, 6 July 1800

first part of these 24 hours moderate breezes & cloudy. Laying too head North Wind East — At 2. P. M. I returned with two caulkers from the *Constitution* & sent on board of the *Constitution* two Barrels of flour & made sail in for the Cape At $\frac{1}{2}$ past 4, received on board a Pilot, At 5 came to Anchor with the best bower in 8. fathoms unbent the sails & moored with the Kedge to the South⁹ Moderate & clear, middle part, Light airs & clear — at 5 A. M. all hands employed at setting up the rigging, blacking the spars & caulking, got a new fit in the F. T. Mast, Wind N. E., received on board fresh beef for the ship Company —

[NDA, original.]

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

Moderate breezes and hazy Weather Lying too off the Cape Received from the *Augusta* two Barrels of flour —

At 3 parted company with the *Augusta* she being bound into Cape Francois

At 4 filled to the Northward to work to Windward

At 7 the Cape SSW 6 or 7 Leagues —

Continued standing off and on all night under easy Sail

At Daylight Moderate breezes made and Shortened sail as Occasion required —

At 12 Cape Francois bore SSW 4 Leagues —

Wind at ESE

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 6 July 1800

Fresh breezes & thick weather with rain. At 3 sent top G yards aloft, & set the Sails. loos'd T sails, to dry them, also the small sails. At 6 pm. passed the fleet, handed M⁹ & Mizzen T. sails & jib. At $\frac{1}{2}$ past 7 pm. reef'd F. T. sail. At 1 Am settled it on the Cap. At 2 hoisted the same At 3 Am, observ'd lights in the fleet hove too for the fleet to come up. At 4 fill'd away again. Prepar'd to take the

merchant brig *Delaware* in tow. with a hawser, Squally with rain.
Ship labours very much.

Lat. Observed 11.33 S

Longitude in 95.22 E

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 6 July 1800

the first part squally and Rain

at 3 P M Samuel Bangs Died Ser^{nt} of Marines

at 6 P M Emanuel Cerier Died

Sounded Different times with 115 Fathoms Line found no Bottom

Middle part Fresh Breezes and Cloudy

at 2 A M Close Reefed the Top sails

at 6 A M Made Sail

Latter part Moderate and flying Clouds

15 Sick unfit for Duty

Latitude Observed. 19° 7' North

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

To Lieutenant Isaac Chauncey, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
harbour of New York 7th July 1800

SIR I do myself the honor to transmit you herewith the Articles or shipping papers, for entering the inferior Officers — Seamen — Ordinary seamen & boys for this ship.

You will find it necessary to add several sheets at the bottom, so that the two papers contain the whole crew under the above descriptions — that is one paper all the inferior officers, and the other the Seamen & others mentioned.

The able Seamen are to have seventeen dollars pr month — the ordinary twelve & boys six.

None however are to be entered, but hearty stout men, that appear to have high health and vigor, and you are to have them examined by the Surgeon, Dr Balfour, and receive his certificate previous to any advance being made them.

For each recruit you will be allowed two dollars, in lieu of all expences attending the rendezvous and every other expence, and two months advance may be paid each person entered, after he has taken and subscribed to the oath agreeable to the form, which I enclose as a copy for you to have a sufficient number printed by.

When the crew is complete, the oath taken and subscribed by each man, with the shipping papers. You will deliver to me and during your employment on the recruiting service, I shall expect to receive your report daily of the progress made in that business

The Petty officers must be sent to me, so soon as they are selected in order that I judge of their qualifications. The security for each man, must as well as the men, sign the security paper agreeable to the established form, which I also enclose.

Every exertion to Complete the crew of this ship in the shortest time possible must be made.

All men engaged (and none are to be engaged and paid without good security) are and their security for them, to hold themselves in readiness to repair on board at one days notice.

You will receive herewith a check in your favour and payable to your order, for five hundred dollars — drawn on the branch bank. When you have expended this amount in advance to the recruits, be pleased to call on me for more.

In the course of performing the duty now assigned to you, it is indispensibly necessary — that you pay the strictest attention to it, from six o'clock in the Morning to six in the evening & occasionally be at the rendezvous before and after these hours, and that at all times, you prevent riot or noise being made by the men you engage — as well in the city as at the rendezvous, So that there be no cause of complaint from any inhabitant or other person, but on the contrary impress on the minds of the men the pleasure it will give me to hear, that they are distinguished on shore, for their orderly behaviour and good conduct as I hope they will be at Sea for their Bravery.

There follows the list of the grades of the officers &c &c &c composing the whole crew of 400 men

Officers per list.....	82	
Seamen.....	125	
Ordinary do.....	110	
Boys.....	30	
Marine Corps.....	53	
	<u>400</u>	Total

With great respect I am your Obed^t humble S &c

THOMAS TRUXTUN

To

Lieutenant CHANCEY

List of Officers and Seamen according to the statement annexed. —

viz —

Commissioned Officers

Thomas Truxton

Sterrett

Chancey

Dent

Robinson

Claggett

Wederstrandt

King

Balfour

Rice

Thomson

Warrant Officers

Garretson

Morgan

Green

Leonard

Bainbridge

Murray

Read

Angus

Blakely

Rosetteer

Sloat

Grenell

Commander

Lieutenant

do

do

do

do

do

do

Master

Surgeon

Surgeons Mate

do 2 do

Chaplain & Schoolmaster

Purser

Gunner

Boatswain

Carpenter

Sailmaker

Midshipman

do

do

do

do

do

do

do

do

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 7th July 1800 —

GEORGE HARRISON ESQ^r

SIR Captain [Thomas] Baker of the ship *Delaware* may be daily expected to arrive in Delaware — His crew have been sickly in the West Indies and on arrival at the fort may give alarm to the City — Whether it does so or not, the ship will be detained at least 15 days at the fort —

Under these circumstances, will it not be best to stop the ship at New Castle? and to have her fitted and prepared for another cruise from that place? The French are doing so much mischief to our Commerce, that we ought not to keep our ships a moment longer in Port than absolutely necessary. I pray you consult with M^r [Joshua] Humphreys on this subject — and if you and he should conclude that it will be best to stop the ship at New Castle write immediately to that effect to Mess^{rs} Biddle [Riddle] and Bird, and request them to take the necessary measures to stop the ship —

Captain Baker will be directed to furnish you immediately on his arrival with an Acc^t of every thing the ship will want for a six months cruise — You will please to examine, what of the articles are already in the hands of Captⁿ Gill, and take immediate steps to procure the balance, except Pork which Biddle & Bird have. The Treasury arrangements for the remittance of money, are not yet complete —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Captain Alexander Murray, U. S. Navy, from Vice Admiral of the Blue Hugh Seymour, R. N.

Copy

Sans Pareil — FORT ROYAL BAY

July 7. 1800

SIR I am happy to learn by your letter with which I am just honor'd that my endeavour to promote your wishes and to render Service to the *Insurgente* when she required assistance was attended with success and that my Conduct on that occasion was acceptable to the Executive of the United States as well as to yourself

Previous to the receipt of your letter I had heard that the United States, had lately judged it right to make a New Law respecting the Salvage of Ships, Vessels &c rescued from the Enemy by their Cruizers, but I was not aware of its Extent untill you did me the favor of sending me the Extract from the Baltimore Gazette in which that Law is detailed. I have not myself received any Instructions on that Subject from England, & am therefore unable to give an opinion as to the Effect the new American Law may have in our Admiralty Court; but I take it for granted that the Gentlemen filling the Chief place in those offices in the Britttish Colonies, must continue to be guided by their own judgment respecting all Recaptures carried into the Ports within their Jurisdiction, Untill they receive Instructions from England, to direct their Official proceedings on that point

I have the Honor to be

Sir, Your very Obedient & very

Humble Servant

H SEYMOUR.

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]
Navy Dep^t 7 July 1800

Cap^t WILL: BAINBRIDGE

Phila^a

SIR, With respect to an exchange of Surgeons, such things cannot be permitted. There are no appropriations for paying officers, not in service, unless they are sick. If Doc^t Lee's health will not permit him to go in the *George Washington*, he may obtain Doc^t Rush's Cert^e to that effect, & send it to me, & may in that case return home, until he is called upon — and in this event you may call upon Doc^t Wells to supply his place — But if Doc^t Lee can perform the duties required on board of the *Washington*, he must do so

You will receive the Warrants for the Mids^z you have recommended — recommend no more — You have 2L^{ts} which are enough, but L^t Phillips complains of ill health. If he is so ill as to be unfit for duty, he may send me Doc^t Rush's Cert^e to that effect, and return home until called upon — L^t Byrne of Phila^a has been ordered to Join the *Insurgente* — but we can hear nothing from him — L^t Blake is now ord^d to the *Insurgent*, provided Byrne is not gone, which L^t Blake is to ascertain. If Phillips leaves you, which he must not do, without sending me the Certificate, you may take Byrne or Blake — the other must go instantly to Balt^e

I hope you are progressing fast in the Cargo of the *Geo: Washⁿ* — carry a good Load; but do not load so deep as to disqualify you for a hard fight.

I have the honor &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

Moderate breezes from NE —

At 2 Made sail in chase to the Southward —

At 4 Shortened sail and Boarded the Chase an American sloop from Cape francois bound to New York on board this Sloop M^r Austin our Chaplain took his Passage to New York at 5 filled in Company with the Sloop and Stood Over for the Cacois Passage at 7.

Hoisted a light to prevent separating.

Carrying an easy sail —

At daylight Brought too and Sounded with 120 fathom of Line no Ground at 5 filled to the Northard of the Cacois bank and stood In till within 4 Miles of the Reef saw white water wore Ship and parted Company with the Sloop she being bound through the Passage —

At 12 Moderate breezes from the key bearing NW $\frac{1}{2}$ N 4 Miles.

Latitude Observed 21°6' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 7 July 1800

Commences with Small breezes. At one-half P^t 12 hove too for the [merchant brig] *Delaware* to come up, Veerd a hawser astern for her, & took her in tow. hoisted in the Jolly boat & stowd her on the Spars. Made Sail, loos'd sails to dry them. In top G. sails & stay sails. At 6 Pm. all the fleet in sight hoisted M^r T sail. At 3 Pm, squally. At 7 found one of the F shrouds parted. Spliced the same.

Regulated sail to keep Company with the Fleet. 8 sick men on board.

Lat. Observed 12.18 S

Longitude in 93.30 E

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 7 July 1800

First part fresh Breezes and Cloudy in Chace Shifted part of the Shot out of the Wardroom forward to trim Ship —

At 4 A M took in Top Gal Sails and haul'd up to the South'd and East'd Tack'd Ship to the North'd —

At 6 A M Set the Main Sail and Mizen Stay Sail the East end of Deserada bore N W by N $\frac{1}{2}$ N At $\frac{1}{2}$ past 6 Set the Main & Fore top Gal Sails

At 8 A M Saw 2 Sail one to the Westward the other to the North'd made Sail and gave Chace —

At 9 Spoke the United States Ship *Connecticut* Captⁿ Tryon who Visited —

At 10 Captⁿ Tryon went on Board Saw a Sail on the Weather Bow made Sail & gave Chace the *Connecticut* in Co —

At Meridian Deserada bore S W by W 5 Miles Dist

Latt Obs'd 16.27 — N.

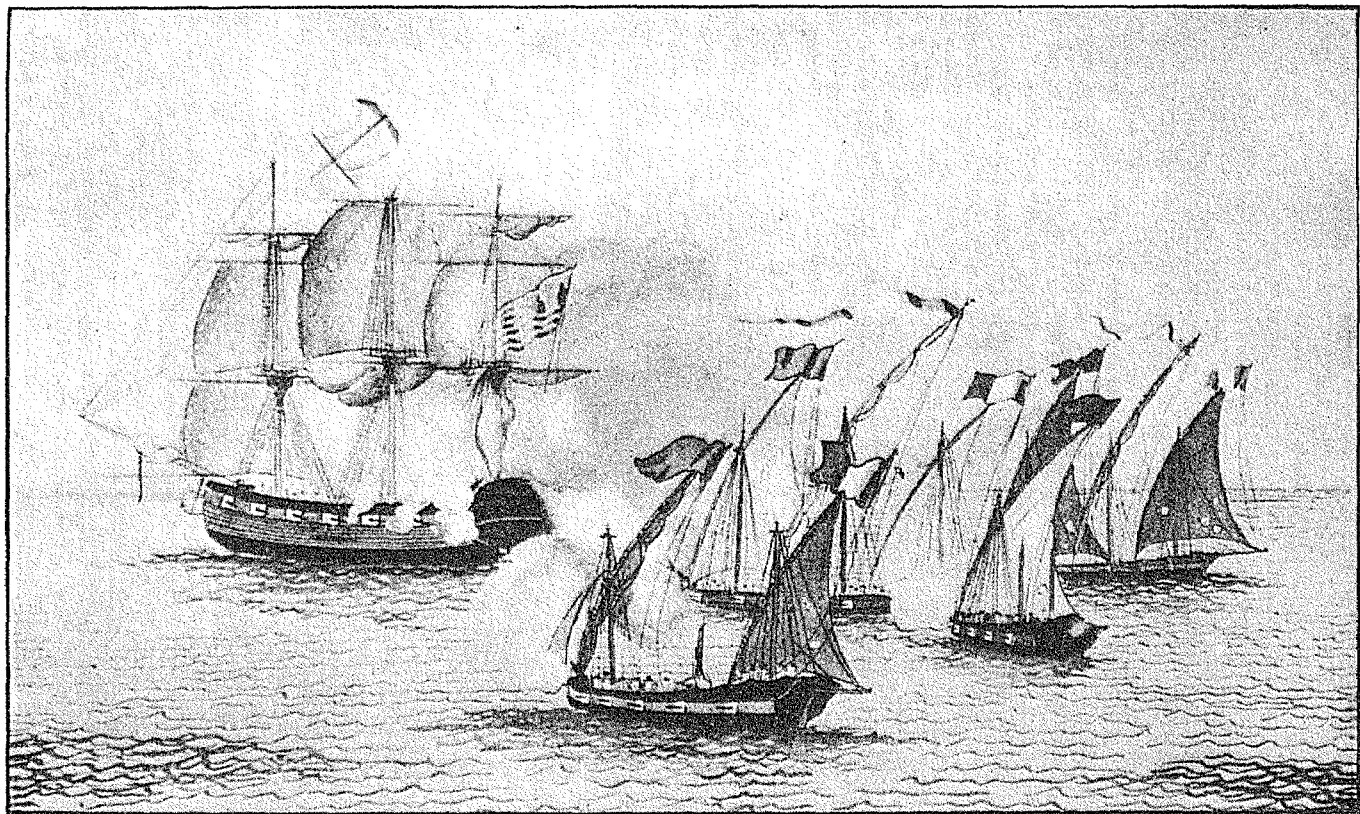
[NDA, original.]

[8 July 1800]

Extract from a letter from Charles Findley on board the American Armed Merchant Ship *Industry*, Captain Gamaliel Bradford

LISBON, July 23, 1800.

"I have the misfortune of having the painful task allotted me to communicate the very unfortunate accident that capt. Bradford met with on the 8th July. We sailed from Naples on the 15th June, and arrived safely off Gibraltar on the 8th July. Conceiving it not safe to enter this port, by reason of the annoyance given by the Spanish gunboats, we proceeded for Lisbon; Soon after entering the Gut about one league there came from shore a large French privateer, which came in sight of our guns, but did not like our appearance; she hauled her wind, and went astern, she then fired a gun and hoisted French colours, with a bloody flag; and began firing at us; but was at such a distance that we could not reach her with our stern guns, altho' she from her bows was throwing her grape shot into and beyond us. Capt. B. said all we could do was to wait until she came



MERCHANT SHIP INDUSTRY OF BOSTON, CAPTAIN BRADFORD, ENGAGING FOUR FRENCH PRIVATEERS, 8 JULY 1800.

nearer, when he hoped we should be able to give the rascals what they deserved. After firing above an hour at that distance she came nearer, but finding there was danger in the attempt, she again returned to her former distance, where she continued firing her bow chases. Soon after three other privateers, one nearly as large as the first came out, and all of them commenced firing at our stern. Conceiving themselves much superior in force, they became bolder, and approached nearer so that we were enabled to keep a steady firing upon them; but they had much heavier guns than we, particularly the two large privateers. The wind blowing fresher, the two smallest were not able to do much harm; a strong current against us, and having many of our sails and spars shot away, we could not carry sail, except before the wind, and in this course moved slowly thro the water. After engaging these pirates three hours, capt. Bradford was unfortunately wounded by a grape shot in the thigh, which entered the back part, a little above the knee, and went nearly thro, you may suppose this was a great shock to us all, that he should be the first wounded. We took him into the cabin; previously to his leaving the deck he addressed the crew, begging them not to be alarmed at his situation, but to keep a steady firing, and prevent them from boarding the ship, which I have the pleasure to say they did with determined courage. Mr. Bradford, mate and brother to the capt. pointed the stern guns during the whole action, which continued two hours and an half after capt. B. received his wound. When the privateers sheered off, and left us to proceed on our voyage, which we were poorly able to do, from the shattered condition of our rigging and spars. Capt. B. then ordered us to steer for Cadiz, in hopes of meeting with some British vessel of war, which we very fortunately did the next day, and received from captain Hallowell, who commanded the vessel we spoke with, (the *Swiftsure*) every mark of attention and humanity. On being informed of the melancholy situation in which capt. B. lay, he ordered his Chief Surgeon on board to take care of the wound, and administer every relief in his power.

It was the opinion of the Surgeon that the thigh ought to be amputated as soon as possible, but finding a high fever had set in, he recommended and solicited the removal of capt. B. on board the *Swiftsure*; but this capt. B. declined, as he wished to reach Lisbon, and the wind then promised a speedy passage; the humanity of Capt. HALLOWELL however would not allow the vessel to leave him, until he had supplied every thing that was wanted, and sent on board his Surgeon's mate, (which was the only one on board) to accompany capt. B. to Lisbon, and furnished an order for his being admitted to the British Hospital there. Owing to contrary winds which ensued immediately after we left the *Swiftsure*, we did not arrive at Lisbon under 10 days, when we landed our unfortunate Commander, and then he underwent the amputation of his thigh. It is now 3 hours since the operation was performed, and I have the high gratification of informing you that he is likely to do well. He bore the operation as he did the agony of the wound with the greatest calmness and fortitude. Except capt. B. there was but one other person wounded on board the ship, which is a Mr. JOHN BAYLER, who received a grape shot in his body, and is now lodged in the same hospital, where every attention is paid him."

(We understand, that the *Industry* mounting 12 six-pounders and had 25 men, that one of the French Privateers mounted 10 guns, the bow guns being 18 pounders, another mounting 8 guns, and the other two had guns in their bows only.)

[LC, "Connecticut Journal" (New Haven, Conn.), 12 September 1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 8 July 1800

First part of these 24 hours Moderate Breezes and pleasant Weather in Chace —

At 1 P M Saw a Sail bearing N by W At $\frac{1}{2}$ past 2 She Answer'd our Signals & proved to be the U. S. Ship *John Adams* At 3 P M Spoke her in Chace to Windw'd —

At 4 Tack'd Ship to the South'd & East'd —

At 7 P M the East end of Deserada bore S S W dist 4 Leag's —

At 9 Squally —

At Midnight Set fore and Main Top Gal Sails

At 2 A M Saw a Sail a head at $\frac{1}{2}$ past 3 Squally

At 7 A M Tack'd Ship the *Connecticut* in Co, depart'd this Life John Stewart Seaman of the Billious fever At $\frac{1}{2}$ past 8 Committed his Body to the Deep

At Meridian Light Winds & pleas' Weather

Lattd Obs'd 16.9 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 8 July 1800

The first part Fresh Breezes and Squalls with Thunder and Rain Wore ship Made and took in sail Occasionally observed the Current to sett to the S W

at 6 P M the Land bore from W N W to E b S 8 or 9 Leagues Distance

Middle part Moderate and Cloudy

at 12 Midnight Let the Reefs out

at 2 A M set Top Gallant sails

at 3 A M Benjamin Knap A Midshipman Died

Took in sail at 11 A M

Latter part squalls with Rain

17 Sick unfit for Duty

No observation

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

[9 July 1800]

Extract from a letter from Lieutenant John Shaw, U. S. Navy, commanding U. S. Schooner *Enterprise*

(Lt. Shaw, of the U. S. sch. *Enterprise*, of 12 guns and 70 men, in official letter dated the 10th July, 1800, says,) — —

"On the 9th inst. [*] I fell in with the French privateer *L'Aigle*, of 10 guns, and 78 men. — She engaged me with much spirit for 15 minutes when she lowered her colours. * * * *

"*L'Aigle* had [ms illegible] men killed, 3 wounded."

[*Some sources indicate that the date of this capture was 4 July 1800.]
[LC, "The Salem Gazette" (Salem, Mass.), 12 September 1800.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 9th July 1800 —

GEORGE HARRISON Esq^r

L^t Maley in the Schooner *Experiment* I have reason to believe has arrived in the Delaware. I suppose by this time, he has arrived at the fort, & may be performing quarantine —

The officer commanding and perhaps one other officer will be changed before she proceeds to sea. The Men have yet 3 or 4 months to serve, and it is meant that the Sch^r should be immediately dispatched.

I pray you understand from Maley what provisions, sales, rope, and military stores the Schoo^r may want; and have them instantly provided, with the aid of the supplies in the Hands of Cap^t Gill, and have them sent down to the Schooner, that she may be ready to sail as soon as she has performed quarantine. You will say nothing about the intended change of Com^d.

I am & C

B — S —

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

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

N: D: 9 July 1800

Master Comm^d J: A: SPOTSWOOD

Fredericksburgh Virg^a

SIR, Gen^l Lee has communicated to me your very great anxiety to be in service, & I should be glad if it was in my power to give you a command suitable to your grade; but really it is not at present, nor can I say when it will be.

The Schooner *Experiment* of 12 guns, a very fast sailor, is in want of a commander — & commanding her would have no effect either upon your rank or emoluments.

You will be pleased to write me immediately upon receipt hereof; & if you conclude to take the command of the *Experiment*, come on to this place, without delay, — as she must sail as early as possible — She is in Phila^a & is manned. If I should not hear from you by the 14 ins — I shall make other arrangements for the *Experiment*

I have the &^c

[NDA. OSW, Vol. 4, 1800-1801.]

To M. Farline*, Prize Master, Schooner *Charming Betsey*, from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*
St Pierre Roads July 9. 1800

M^r M FARLINE

SIR You are now appointed prize Master of the recaptured Schooner *Charming Betsey* & herewith you have a Copy of my Commission & all the papers necessary concerning her — you will proceed without delay direct to Phi^a or Baltimore, if to the former, you are to deliver these papers to — M^r Miller, our Agent there, or at Baltimore to Arch^d Campbell Naval Agent & they are required to put the Vessel and proceeds of her Cargo into the Admiralty Court to try for her condemnation, after you have finished the business I wish you to join us again at Cape Francois by the first conveyance, the Men may be paid off agreeably to the Account furnished by the Purser, as their times have expired, & the Agent is empowered to grant them certificates of their discharge, certifying that they are entitled to their share of the prize Money until their discharge —

As I shall now give my full instructions to you & my motives for the sending in this Schooner as a prize, I request you to hand in this with the other papers concerning her —

This Schooner was found in the possession of the French & had been for 36 hours or more & then near Guadalupe, the French Privateer in Company & only the Cap^t and two of her former Crew on board, the French *process Verbal* will shew their motives for the Capture

She had some fire Arms & ammunition on board, had no Log Book or Journal to shew any former transactions, & had she have been really Neutral property & in a Fair Trade would not have run for many hours direct to leeward and out of her tract from any Vessel when chased by the Privateer & nearly in sight of Martinique which was out of her route to Guadalupe

The bill of sale is of a suspicious cast, in as much as the Schooner could not have been worth near \$6000 and was lately from Baltimore

But whether the proof is sufficient or not for her condemnation, I have thought it best for the concern'd to have the property disposed of here as it was of a perishable nature, and would not have been wise to have sent it to America. Tho' the Vessel is ordered there for tryal — it will be observed that the Cap^t tells a very plausible story & appears to be a man of sence very capable of managing an intricate piece of business of this kind and such Characters are the most likely to be intrusted in all double dealings, but as all the papers and instructions will lay before the Court they will no doubt do Justice to the parties concerned — as soon as the Schooner is discharged you must take in Ballast & reserve provisions necessary to take you to America & then if you think proper you may wait for Convoy or go without as this Vessel is a very swift sailer and little to fear if you keep a good look out

Wishing you a safe passage to America

I am Your Most Ob^t

P. S I have since writing the above judged it best to have fresh hands shipped to take you to America

[*This may refer to Master's Mate John M^rFarline, U. S. Navy, who was carried on Muster Roll of U. S. S. *Constellation* from 15 November 1800 to 29 April 1801.]

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]
Navy Dep^t — 9th July 1800 —

JAMES & EBENZ^r WATSON

GENT — I have in the enclosed paper* adopted that mode of proving anchors in France, which appears to be best calculated to shew that the anchors may be trusted —

It is unnecessary for me to observe that for this mode I am indebted to the extract with which you favoured me.

I have directed two of Townsend's anchors which were sent to Boston, to be returned to you, that they and all others which he has furnished, and which will not bear this proof, may be thrown upon his hands —

The anchors made by him, from every thing I can learn, must be every one defective: the defect of the one that Barry had, could not have arisen from the ignorance of the manner of making them. Men who contract with the Public, should be taught, that they are not to attempt imposition; I pray therefore that immediately upon ascertaining, that Townsend's anchors are an imposition, you will adopt measures to have justice done to the Public, unless he will at once agree to refund all advances, and to pay such expenses as you think belong to him arising out of this business. The delay of the ships waiting for anchors cannot be compensated. the expense of sending anchors from Port to Port, and having them at last returned, ought to be paid by him — But upon the whole you will act for the Public, exactly as you would act for yourselves under like circumstances —

I am & C

B — S —

* Method prescribed by the Secretary of the Navy for proving anchors manufactured by Solomon Townsend of Newyork under a contract entered into by him with J & E. Watson dated 31st May 1799.

Let a strong stake be sunk in the ground, hook an arm of the anchor to the stake, bend a cable to the ring of the anchor and by means of a Capstern draw the cable even to parting — If the anchor stands this proof, the fluke [fluke] must then be entered into the earth, and if necessary secured down by a strong beam, the cable and Capstern must then be used as before, and the strain should act on the anchor as nearly as can be ascertained in the same manner as if it was attached to a ship riding at anchor in a Gale. Both these proofs should be made on each arm of the anchor.

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 9 July 1800

Pleasant weather.—

At 7 saw Land ahead —

At 8 the Mora bore ESE dist. 2 Leagues —

At ½ past 11 came to just within the Mora Castle in 7 fath. water —

[NA.]

Extract from journal of the American Merchant Ship *Perseverance*,
Captain Richard Wheatland, commanding, Wednesday, 9 July 1800

This 24 hours Commences with gentle gales and pleasant weath[er]—
Middle part D?

Latter part freash Breezes and Cloudy Weather at 9 A M saw a
Sail barring N N E under very short Sail took her to be a Privateer
Cleared away for action gave Chase at 10 A M spook the Sail found
her to be a Brigg from Casco Bay Bound to Surinam out 28 Days
Comanded by Benjam Chandler

Latt Obs 14.59

Longitude 43.16

[Essex Institute. NDA Photostat.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednes-
day, 9 July 1800

First part of these 24 hours Moderate Breezes and Clear Weather
At ½ past 1 P M Saw a Sail to the N E At 3 Tack'd Ship to the
Southd & East'd

At 6 Squally took in top Gal Sails and Spanker up Courses At ½
past Boarded the British Schooner *Swift* of 12 Guns from New York
bound to Martinico 18 days out John Price Master —

At 7 Wore Ship and made Sail to the North'd

At 1 A M heavy Squalls —

At 4 A M Set the Jib Main Sail & hoistd the Tops'

At 7 Squally took in Jib & Main Sail

Meridian fresh Breezes and Clear Weather

Lattd Obs'd 17.6 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship
Warren, Master Commandant Timothy Newman, U. S. Navy, commanding,
Wednesday, 9 July 1800

Light Winds and Squalls with Rain the first part

Continual Squalls untill 11 P M it began to be more Moderate
and Clear Made sail

Middle part Clear Weather

at 3 A M Martin Jorden Died

at 8 A M the Land bore from S b W to W S W 12 or 13 Leagues
Distance

at 11 Tackd ship to the Westward

at 12 Meridian A High Mountain bore S W 12 Leagues Distanc

Latter part Moderate & Cloudy

16 Men Sick

Latitude Observed. 18° 07' North

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

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

[WASHINGTON, D. C.]
N: D: 10 July 1800

Lieu^t DAVID PORTER
Fort Mifflin,

SIR, I have received your letter of the 7th instant — As soon as you have completed your Quarantine you will proceed with the *Amphitheatre* to Phil^a and deliver her up to the Prize Agent of the *Experiment* — The men who came with you, belonging to the *Experiment*, must be put on board her again on her arrival. You will also place yourself there.

If there are any people with you, belonging to any other vessel than the *Experiment*, they must be discharged. If they have their accounts properly stated by the Captain & Purser, let them apply to M^r Geo: Harrison Navy Agent, who will pay them off.

I am, Sir, &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Timothy Pickering, former Secretary of State, from Samuel Hodgdon, Intendant of Military Stores

PHILADELPHIA 10th July 1800

DEAR SIR — This morning Nicholas the Stage-man handed me your letter of the 8th instant and the packet containing the Key and broken lock — My engagements to day prevents my attention to the *Tent* and *Lock*, but will try to have them ready to morrow — The half dozen red leather Memorandum Books will be received with this — The weather is every fine for Harvest but hot — from 88 to 92 for several days past — The well placer Glasses have not risen higher than 93 — All however is well as it respects *fever* — report has scarcely broke the repose of those most ready to fly — I hope and trust we shall be free in that respect this season — Captain Maley has arrived, he has acquit himself so as to meet the applause of all his last act was the capture of a Vessel [sloop *Betsy*] from Charleston South Carolina to Africa with Eighty five *Slaves*, within three hours sail of her destined Port. He has sent her to the address of our Consul in the Havanna near which place she was captured

Believing it to be a novel case I called on M^r Ingersol for information respecting it — He says my doubts are well founded for no Law has made provision for such a case — The law strikes at the outfit of a Vessel for that trade but makes no provision for the crime in case of evasion of the Law — in the instance before us the Clearance was for the Cape de Verd Islands — but the Vessel never intended to go there, her voyage was for Africa and the slave trade — returning after the disposition of her slaves, she was to go to the Cape de Verds, and take in a load of Salt & all would be well — But under circumstances how are the slaves to be disposed of — to be sold they cannot, both Constitution and Law forbid this — What then is to be done — liberated where they are or indeed any where else they cannot be for no Government would allow it — the only alternative is to return them to their own Country this will be right as it respects our Government but will it make the condition of the slaves any better? — will

they not again be snatched up as Prisoners, and sold to some other unprincipled Nation or People where their case will be more injurious from more cruel treatment My heart sickens at the thought — the World in arms against *slavery* and the most *free* running every risque of fortune and character to Make the most innocent the most wretched — surely there is a Providence that Governs all — but how, or where, a solution of such conduct can be found to comport with the justice of its Laws, and the Venevolence of its Government, or the permission of such crimes I am at a loss to determine — perhaps Pope was right — when he said “whatever is is right” — But Maley has done right in making the capture let the event be what it may — a general indignation is already excited against the monsters that planned the voyage — And death with loss of property is declared to be their due — 'tis however a curious case — Confiscation of property is not all that attaches to the Proprietors of the Vessel, each are liable to a fine of two thousand dollars and to *this*, I look for indemnity in sending the Black Men back to their own country —

I have seen both Poulsen and Dennie on the subject of the New Paper about to be put into circulation — Poulsen says he will obligate himself to give Dennie one thousand dollars a year for his Editorship — this I have mentioned to Dennie and I believe he will resign his Public for his Private employments, the latter is most pleasing and is likely to be most productive — adieu — I have written in haste, and perhaps incoherently — this you will pardon — Present our respects to the family —

Yours very sincerely

SAMUEL HODGDON

Colonel TIMOTHY PICKERING —

[HS of Mass. Pickering Papers. Vol. 42.]

Concerning engagement of the U. S. S. *Connecticut*, Captain Moses Tryon, U. S. Navy, commanding, with French Privateer

ALBANY, *July 18.*

LANESBOROUGH, MASS. *10th [July 1800]*

“We have a more circumstantial account of capt. Tryon’s engagement than is contained in your paper. A man belonging to this town came home from Farmington, Connecticut, (where captain Tryon’s family live) the night before last — he says, the captain had written to his family that he had had an engagement with, and taken a French ship of 32 guns, 290 men — that her commander had been taken twice before by Tryon, and had procured and extra manned his ship on purpose to retaliate on him — that the Frenchman had 90 men killed, and that Tryon lost 20 out of 70, among whom was his son, a midshipman; that the French ship was entirely new, and said to be one of the best they had at Guadaloupe; that Capt. Tryon not only fought the Frenchman with fire, but the contrary element *water*, and that hot, boiling hot, which he discharged from a fire engine in the faces of the *sans culottes* whenever they attempted to board him.

[The authenticity of this information cannot be vouched for by available records.]

[LC, “Federal Gazette & Baltimore Daily Adv.” Balt., Md., 25 July 1800.]

[10 or 11 July 1800]

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

BALTIMORE 16th July 1800

Honbl. BENJⁿ STODDERT Esq }
Secy of the Navy

SIR Your orders of the 14th I have received and shall without any delay put them in execution. The ship [*Insurgente*] is now laying in the Rhode with 200 Officers, Seamen & Marines on board; the remainder which we have shipped will be on board if possible this day * * *

With regard to the disturbance which you mention, it is too true The Seamen were not to blame.

Mr. Enoch Brown is the only officer wounded, but not dangerous, — he will of course be left behind, he is a smart young man but rather wild, and am inclined to think he had no business where he received the accident.

I have the honor to be

Sir

Your Obed^t Hum. Servt.

PAT^r FLETCHER

[VA. Navy Invalid File 171, E. M.]

Concerning affray at Fells Point, 10 or 11 July 1800

BALTIMORE, 14 September 1801

To whom it may concern

I do hereby certify That on or about the Tenth or Eleventh day of July 1800 an Affray took place in Lancaster Street Fells Point in which a number of the Seamen of the *Insurgente* then lying in the Harbour of Baltimore were engaged. That during this Affray Mr. Enoch Brown a Midshipman belonging to said Frigate who was called upon to interfere and to assist in quelling said Riot and rescuing the Seamen of said Frigate was unfortunately wounded in the left Hand in such a manner that one of the Joints of the Thumb has been entirely taken away and the Hand now is and ever will be disabled and of little use to the said Enoch Brown.

* * *

JNO. D. SMITH

[VA. Navy Invalid File 171, E. M.]

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

Moderate Breezes and flying Clouds the first part Set Top Gallant Sails

at 7 P M Handed them

at 12 Midnight Reefed the Top sail & Hauld up the fore Sail

at 12½ A M Robert M^cFarling Died

at 2 A M John Dodge Corporal of Marines Died

Backd the Main Top Sail & Lay by

at 4 filled away
 at 6 A M made sail
 at 8 the Land bore from S b E to S W 8 Leagues Distance
 at 9 A M John Brown Senior Died with the Dropsy
 Latter part Moderate and very Heazy
 15 sick

Latitude Observed. 19° 10' North

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

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Friday, 11 July 1800

[Cape Francois] first part of these 24 hours, moderate breezes & pleasant weather, employed painting the guns & carriages — at 4. P. M. fresh breezes from the S. E. At — Moderate breezes from the South^d with dark cloudy weather — middle part Light breezes & clear Wind South. At 5. A. M. all hands bending sails, sent Top gall^t yards up, received on board one pipe of Brandy & ½ tierce of rice — received on board for the U. S. frigate *Constitution* 30. Barrells of Beef five pipes of Brandy 2. Tierces of Rice. ½ ditto & one Barrell of Wine. Latter part Moderate breezes & pleasant weather, arrived the U. S. Ship *Herald* — the Boats Wooding & Watering — Received on board one coil of 4-Inch rope, one ditto of 12. threads Rattling, two ditto 2.¾. Inch rope & 1 ditto 3. yarns Spunyarns —

[NDA, original.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 11 July 1800

Moderate breezes and hazy Weather ½ past 12 Answered the Private Signal of a Sail to windward brou^t too at ½ past 1 Joined Company with the United States Ship *Herald*

At 3 The Cape S ½ W 12 Miles.

At 7 wore and stood in towards the Cape and stood company with the *Herald* she Being bound Into the Cape —

At 11 wore to the Northward —

At day light saw the Cape bearing SSW 4 or 5 Leagues —

At 10 saw a Strange sail bearing NW and several small Craft close in shore Employed as necessary —

At 12 light airs & Vble from the North^d The Cape SSW 7 or 8 Leagues

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 11 July 1800

Pleasant weather & light winds, at 2 pm discovered the M T M trussel trees to be broken. At 3 sent down M T G mast & prepared to strike M T mast, Settled down M^a T Sl on the Cap & mended it — aloft. At 4 pm Jn^e Law died, who belonged to the M Top. At

5 buryd him At 6 Am all the fleet in sight. At Meridⁿ unrigd
M T M & prepard a new pair of trussel trees for the same.

Lat. Observed 14.43 S

Longitude in 88.17 E

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday,
11 July 1800

Fresh breezes and pleasant Weather in Chace At Meridian made
Sail At ½ past Meridian took in flying Jib, At 2 P M, Set Middle
and Main Top Mast Stay Sails & Flying Jib At 4 Shortn'd Sail and
Board'd the Sloop *Lark*, James Gibson Master from Barbadoes bound
to New York 3 days out — At 5 P M Tack'd to the South'd & East'd —

At 11 P M Squally took in Sail & reefd Topsails

At Midnight Strong breezes took the 3rd reef in the Topsails — At
½ past 1 A, M. Set the M Sail

At 2 Squally Shortn'd and made sail Occasionally

At Meridian Employ'd Setting up fore Top Mast and Mizen Top
Mast rigging Fitted 2 New Mizen Cat Harpin legs & one fore
Futtick Sh[r]oud

[NDA, original.]

To President John Adams from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept. 12th July 1800 —

THE PRESIDENT OF THE UNITED STATES

SIR The *Congress* after her very long detention at Norfolk, I have
reason to hope will be ready to sail on the 15th Inst — to cruise a
little while in those latitudes where the French Privateers have lat-
terly done most Mischief. and then proceed to St. Domingo, The
Insurgente too will be ready to leave Balt^o about the same time, to
cruise on the Coast, and between the Coast and the Islands — The
Chesapeake Captⁿ Barron has been on the Coast since the 12th June,
and is now daily expected to arrive at New Castle, having charge of
a large sum of money from Charleston, for the bank of the United
States; she will not be detained at New Castle; but will be dispatched
immediately to cruise between the United States, and the West India
Islands — The Brig *Pickering* has been employed in this Service,
since she last left Boston; she will also soon be at New Castle for
orders — I believe it may be best to send her from thence to Guada-
loupe —

The *George Washington* is loading at Phil^a with tribute for Algiers —
The *Portsmouth* has gone to France. The Frigate *United States*, and
the Schooner *Experiment* are under repairs in Delaware The Frig-
ates *President* and *New York* still remain at Newyork, not yet quite
ready for sea. The list of all the other Vessels at foot, will shew
their stations and when they may be expected to return to the United
States —

I am & C

B — S —

S^t KITTS STATION —

<i>Philadelphia</i>	28 th	Ap.	1801
<i>Adams</i>	23 ^d	Sept.	1800
<i>John Adams</i>	12 th	Nov	----
<i>Merrimack</i>	9 th	Feb ^y	1801
<i>Connecticut</i>	21 st	Oct.	1800
<i>Baltimore</i>	26 th	Sept.	1800
<i>Maryland</i>	16 th	Sept.	1800
<i>Delaware</i>	14 th	July	1800
<i>Patapsco</i>	29 th	Nov	1800
<i>Eagle</i>	13 th	Aug ^t	1800
<i>Scammel</i>	13	July	1800
<i>Enterprize</i>	15 th	Dec.	1800

HAVANNA —

<i>Ganges</i>	—	Dec.	----
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EAST INDIES —

<i>Essex</i>	-----	-----	-----
Warren on the Coast, expected at Norfolk abt—	1 st	Aug ^t	[1800]

ST. DOMINGO STATION —

<i>Constitution</i>	16 th	July	1800
<i>Boston</i>	25 th	-----	----
General Green expected every day.....	-----	-----	----
<i>Herald</i>	18 th	Oct.	1800
<i>Augusta</i>	9 th	Dec	----
<i>Trumbull</i>	25 th	March	1801
<i>Richmond</i>	26 th	Jan ^y	1801
<i>Norfolk</i>	20 th	May	1801
<i>Congress</i>	-----	-----	----
<i>Constellation</i>	24 th	Aug ^t	1800

[NDA. Nom. Appts. LB, 1798–1820.]

To President John Adams from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 12th July 1800 —

The PRESIDENT OF THE UNITED STATES

SIR I have the honor to enclose copies of sundry Papers, as p^r list at foot, just rec^d from Captain Talbot — L^t Maley who is mentioned in these Papers has arrived in the Delaware, in the Schooner *Experiment*, and is now performing quarantine — From his letter, to me, the Schooner will require considerable repairs before she can go to sea again, which I shall take measures to have made without delay. But the complaints against Maley are of such a Nature that it would be improper to suffer him to command her, before he is acquitted by a Court Martial. — The transgression of the British Captain in opening the letters of Doct^r Stevens to Capt^y Talbot, appears to be one of those things difficult to condemn and still more difficult to justify — as he first dismissed the letters without violating the seals, it would seem he had no premeditated design to insult the American Government — but surely when he did afterwards open the letters,

he should have done it in the presence of the person charged with them, and should have sealed them up again in his presence, but even the omission to do this, might have arisen from want of reflection — His letters do not shew him to be a man of much understanding —

I am & C

B — S —

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

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

U S FRIGATE *Constellation*
St Christophers July 12. 1800

BENJ^d STODDART Esq^r

SIR After having made a short Cruise under the Lee of Guadalupe where I recaptured an American Ship, an English Schooner, & a Dane [*Charming Betsey*] in possession of the French (and under very doubtful circumstances) I proceeded to Martinique to fill up my Water, where I found a packet from Cap^t Truxtun ordering me to proceed down to Cape Francois, where he informs me I shall receive your further Instructions I lost not a moment to put myself in readiness to fulfill your Orders, & have just stopt here for a few hours to land my Prisoners, & to take on board some Spars I landed here to clear the Ship of Lumber, when I shall proceed down direct

I have thought it proper to send the Danish, (or American) Schooner to Phi^s for tryal she comes clearly under my Instructions in the 5 Sec of the Act preventing an intercourse with the French, she had neither log book or journal on board, but was from St Thomas's with a valuable Cargo, said to be bound to Guadalupe; but as all the papers will accompany her, shall trespass no further on you, on that head —

I herewith enclose you a correspondence[*] between Lord H. Seymour & myself upon the subject of Salvage which I hope will meet your approbation

with the highest consideration

I am

Your Most Ob^t

H[u]mble Serv^t

[* See under dates of 6 and 7 July 1800.]

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

To Lieutenant Archibald McElroy, U. S. Navy, from Captain Silas Talbot,
U. S. Navy

(A Copy)

U. S. FRIGATE *Constitution*,
12th July 1800

Lieutenant ARCHIBALD McELROY

SIR, You will proceed immediately with the U S Brig *Augusta* under your command, off the ports of Aquin, and Saint Lewis; and there continue to cruise two months, your object will be to detain all American Vessels, that may be found trading to that part of S^t Domingo, under Rigauds command — and to capture General Rigauds Vessels, or french Vessels sailing from his ports, if they are

found to be Arm'd; and in a special manner to favor General Toussaints operations against Rigaud, and to protect his small armed Vessels, which are cruising before said ports, in order to stop the supplies going to Rigaud: you are to observe however, that you can only protect Toussaints Vessels, against those of Rigauds, and you will remember likewise, that you are not authorized to detain supplies going to Rigaud, from Neutral, & friendly Nations; except those of our own Nation — But it is to be presumed, that if you can protect Toussaints arm'd Vessels, against those of Rigaud, that then, his arm'd Vessels will stop all Neutrals bound with stores to Rigauds army; by which means they will be more distress'd, and the sooner reduced to Submission as it is of great consequence to the United States to have Rigauds force subdued. for it has hitherto kept up a Constant, and cruel Warfare on the lives, and property of the Citizens of the U. States — I hope, and trust you will make all possible Dispatch to the Station now assigned you, and that you will continue there during the Term before mentioned, and that you strive to render General Toussaint, all the Service in your power, consistant with our relations with other powers. — Should General Toussaint be disposed, to make you any presents, as a reward for the Service you may render him, you must decline acceptance of all such bounty, as, not consistant with the honor, and dignity, that *ought* to be preserved in the *American Navy* — a recent Acceptance from the General of 10,000 w^t of Coffee by the Commander of the *General Greene*; makes it Necessary for me to mention this, and to put a stop to a precedent, I think improper to be countenanced.

At the Expiration of two Months you will return to the Cape for a Supply of provisions

I have the honor to be

Your Humble Servant

(Signed) SILAS TALBOT

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

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

[WASHINGTON, D. C.]

N. D. 12th July 1800

THOMAS TRUXTUN Esq^r

SIR, The opinion of the Attorney General, relative to Prize Money allotted to Commanders of Squadrons, by Act of Congress of the 2^d March 1799, which I consider sufficient authority, is, That the Commander of a Squadron is entituled to 1/20th part of that portion which is allotted to the Captors, of every prize taken by any ship or vessel, under his command, other than his own ship.

The Commissions of Clagett & Wederstrandt shall be registered as suggested by you.

You will receive enclosed, a Commission for your Chaplain & Warrants for your Sailmaker & Carpenter — also a Commission for yourself, and the old one returned, as I suppose you will like to keep the name of Washington in his own hand writing.

I am D^r Sir, &c^r

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 12 July 1800

WILL. BAINBRIDGE Esq^r

SIR, I am honored with your's of the 1st & 9th ins.

You may take an Adventure with you, on your own account, on board of the *George Washington*; but it must be understood, that your adventure must not occupy so much room, as to interfere with the rest of the Ship's cargo, or her sailing — Under these restrictions, the size of the adventure is left to your own discretion.

I have the honor &c

[NDA. OSW, Vol. 4, 1800-1801.]

Recommendation concerning Quarantine of certain vessels entering Norfolk,
Virginia

NORFOLK BOROUGH

At a Court of Aldermen summoned and held the 12th day of July 1800

By virtue of an Act of Assembly in such cases made and provided & from information laid before us, we recommend to the superintendant to enforce without delay the Laws for the performance of Quarantine towards a Polacre Vessel [*Emmanuel*], and the persons on board, now in this port, there being good cause to believe that a most alarming Pestilential disease prevails on board said Vessel; and moreover that it is expedient and necessary to direct, that all Vessels arriving at this port from the West India Islands, Spanish and Dutch Main, and the Bahamas shall be examined by the Physician of the Port before they be permitted to enter the Harbour and land their cargoes.

SETH TROTTER Mayor

[Va., SL, NDA photostat.]

[12 July 1800]

Statement of Midshipman Thomas N. Willis, U. S. Navy

These are to certify that I was a midshipman on board the *Baltimore* Sloop of war that I was put on board the prize, *Emanuel* as an Officer, there being a prize master myself & Eight* men — only on board in order to proceed to Norfolk, that during the Voyage in two of the crew only died, & these I think from being weakly manned were much worsted by fatigue & hard work; the first that died had been very sick before he quitted the *Baltimore* & to my judgement his death was owing to the remains of an obstinate venereal complaint & his great fondness for Liquor than any thing else, together with the water being on board being very bad & hav^g no nourishment on board for sick that the other was a very infirm old man, whom we never expected would outlive the Voyage & that as to the crew other ways my opinion is that they are very healthy

Sign'd THO^s N. WILLIS

Norfolk July 12 1800

NB. M^r Willis is brother to M^r Eliot [?] of this place

* two out of the 8 were prisoners

[Va., SL, NDA photostat.]

To Captain Benjamin Hodgdon, Prize Agent for U. S. Schooner *Experiment*, from
Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept^t 12 July 1800

Captain BENJAMIN HODGDON
Agent of Prizes for the *Experiment*

I have received accounts from Cape Francois of expenditures for supplies, rendered to the prizes mentioned below* by Nathan Levy Esquire Navy Agent to amount of 423 98/100 D^s which with the money advanced to you by this department you must take care to have deducted & retained out of the prizes when sold previous to the distribution of the prize Money among the captors. This money if it comes into your hands, you will be pleased to pay over to George Harrison Esq^r Navy Agent, and transmit his receipt for the same to Tho^s Turner Esq^r account^t of this Department —

I am &C

B — S.

* Expenditures at Cape Francois on acc^t of
Prizes, viz —

Schooner <i>Anna</i>	105. 75.
<i>La Legere</i>	10. 50
<i>Amphitheatre</i>	194. 46
<i>Los Amigos</i>	113. 27

Doll^s.. 423. 98

Advanced by this Dep ^t to Benj ^a	}	
Hodgdon — Prize Ag ^t at		
Phil ^a		287. 78

711. 76

As the Accountant's Books have not been posted up since leaving Phil^a possibly the sum said to be advanced may not be correct. If you have had more, you will take care to secure it for your own safety, as you stand charged for the whole.

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Saturday, 12 July 1800

First part of these 24 hours moderate breezes & clear, received on board six carts of wood. Employed clearing Ship for Sea, Middle part Light breezes & clear Wind South. At 5. A. M. hove up & proceed out for sea with a Light breeze from the South^t — At 8. the *Constitution* in sight, sent the cutter on shore, Light airs inclining to Calms — at 12 fresh breezes & hazey. winds E. S. E. Point Picolet bore S. by W. dist. 3. or 4. Leagues. —

[NDA original.]

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

Moderate Breezes and Hazy weather —
Employed as necessary —
At 7 PM Cape Francois SW B S 4 Leagues —
Middle part fresh breezes and cloudy —
At Day light saw the Cape Bearing SSW and a Strange sail to
windward — which we chased and Boarded —
At 9 AM Three Americans, a Brig from Boston a Schooner from
Newport and a sloop from S^t Croix bound to the Cape At $\frac{1}{2}$ past
10 split the M Topsail sent it down & Got up another
At 11 bore up & steer'd towards the Cape in order to Join the
United states Brig *Augusta*
At 12 The Cape SSW 3 Leagues the *Augusta* South 3 Miles
[NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S.
Ship *Ganges*, 12 July 1800

Light airs and warm; People employed in getting ready for Sea —
At 3 unmoored Ship at 6 got under way — — At 9 sent our Boat on
board the Sloop *Supply* Capt. Ennis of Phil^a found him & his mate
sick, sent our surgeon with Medicines on board for his relief. —
Lat. 23° 26'

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Satur-
day, 12 July 1800

First part of these 24 hours fresh Breezes & Clear Weather
At $\frac{1}{2}$ past Meridian Wore Ship to the N^e & West'd
At 4 P M Exercised Great Guns and small Arms
At 6 P M hauld up South
At $\frac{1}{2}$ past 5 A M Saw 2 Sail made Sail & gave Chace to the Norther-
most one —
At 6 the Island of Deserada bore S W $\frac{1}{2}$ W dist 8 or 9 Leag's. At
7 Spoke the U, S, Ship *Connecticut* the other Suppos'd to be the *John*
Adams, Sent the Boat on Board the *Connecticut* with papers. At —
got the Boat up & made Sail in Co,
Meridian Moderate & Clear
Latt^d Obsd 17.10 — N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.
Ship *Warren* Master Commandant Timothy Newman, U. S. Navy, commanding,
Saturday, 12 July 1800

the first part Moderate Gales & pleasant
at 12 $\frac{1}{2}$ P M Oliver Dunbar the Doctors Mate Died
Sounded in 24 Fathms Water small Shells
at 6 P M the Land bore from W b S to S b W 6 Leagues Distance
at 9 & 10 P M Sounded in 35 Fath of Water

at 12 Midnight Sounded in 40 Fath Water Saw A Light on Shore
 it bore S S W 3 or 4 Leag
 Middle part Moderate
 at 4 A M Henry Lovejoy the Cap^{tn} Clerk [died?]
 at 6 A M Vera Cruz bore S S W 2 Miles Dist
 at 10 A M the Kings Pilot came on board the Boat Returned Back
 to the Port with Mess^{rs} Morton & Paliard
 at 12 Meridian came to in the Port of Vera Cruz with the Larboard
 bower in 5 Fath Water Moored with the Starboard bower to the S E
 at 4 P M John Campbell A Quarter Master [died?]
 at 10 P M Joseph Bullock Died Buried them in the Harbour
 13 Sick on board

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

[13–14 July 1800]

Extract from the journal of Mr. Gray, Supercargo of the Armed Merchant ship
India Captain Ashmead, commanding, in company with the American Merchant
 Ship *Mount Vernon*

“June 10, 1800, after a tedious and disagreeable passage of 108 days, arrived at St. Helena; the next day the ship *Jefferson*, captain Morris, from Batavia, for this port; the ship *Northern Liberties*, Seton, from Bengal for New-York; the ship *Perseverance*, Wheatland, from same place for Boston, sailed from St. James town.

June 12th, the *India* left St. Helena, in company with the ship *Mount Vernon*, captain Rutter, of and for Baltimore, from Calcutta, mounting 16 guns.

June 18th, lat. 8, 46, S. long. 17, 50, W. passed a ship to leeward of us, standing same course, which we were pretty sure was the *Northern Liberties*.

July 10th, lat. 18, N. long. 54, 40, W. spoke the sloop *Phœnix*, of and from Boston for Berbice, out 24 days.

July 12th, at 4, A. M. lat. 22, 33. N. long. 61, 5, W. discovered a schooner to the eastward lying to; at 5, A. M. she made sail after us; at 7, A. M. all hands at quarters, and ship cleared for engaging, men all eager, should she prove of *sans-culotte* extraction, to shew the ardency of their affection for their *ci-devant ALLIES!!!* made as good breastwork as possible in the situation of our ship, with spare sails, hammocks and bags of clothes; sufficient to guard the men from langridge and small arms. The *Mount Vernon* hailed us with three cheers; captain Rutter said his crew were all on *tip-toe* at the prospect of dispensing their favors *entre leurs chers amis!* We returned his cheers, and assured him of our resolution to give him every assistance which our small force could impart, and to live in open air with him, or with him to share the more *retired pleasures* of a *French gaol!*—At 10 A. M. schooner gaining upon us astern, capt. Rutter and captain Ashmead agreed to give chase. At 11, A. M. both ships tacked and hauled their wind for the stranger: no sooner had the *Mount Vernon* shewed her broadside, than *Monsieur*, not much liking it, up helm and away; when tacking, like a true cur, he shewed his teeth but was afraid to bite. He outstripped us on the wind and was soon far enough from us. At 1, P. M. (by log the 1st of the 13th) we gave over chase, and stood on our course. The schooner was soon out of sight. Our

chasing was certainly very fortunate, from events—At 3 o'clock, 30 minutes P. M. in lat. 23, 5, N. long, 61, 45, W. saw another schooner to leeward, standing S.S.E. by the wind, carrying a small red flag (between a borgee and a pendant) at her mast head, most probably a private signal. At 4 o'clock, 30 minutes, she tacked and stood for us, having every other appearance of, and by this action plainly demonstrating that she was a privateer. At sunset she was in our wake, coming up with us. At 8 o'clock, 30 minutes P. M. in company with the *Mount Vernon*, and, as captain Rutter proposed, to *surprise the soute*, tacked ship and hauled our wind to S.S.E. at 9, P. M. captain R. a-head, perceived the schooner about half a mile to windward, and fired a gun, which not being answered, both ships saluted her with a broadside. Tacked immediately and stood after her to the northward; in the mean time the schooner had tacked to the southward, (endeavoring to beat to windward) and about the same distance to windward, received, *en passant*, another broadside from each ship, without returning a shot. We continued our course. Unfortunately for our enterprize, when first putting about, the *Mount Vernon* missed stays, or we should have had him under our lee, and might have given a better account of the gentleman.

July 13th, at 1 A. M. again perceived the schooner dogging to the windward. At day light she crowded sail after us, and gained upon us slowly. Capt. Rutter and capt. Ashmead agreed to jog on under easy sail, and when the schooner drew near to heave to, and offer battle. The day was squally, with thunder and rain, and in the interims, winds very light. At meridian *Mount Vernon* fired a stern chase, and shewed American colors.

At 15 minutes P. M. (by sea account July 14th) the vessel in chase hoisted her ensign, *tripartite*, and fired a gun, *without ball*! Some said this was by *mistake*, but I, who have a more favorable opinion of *Messieurs*, affirm, that this *inoffensive* mode of commencing, was an effect of the effervescence, produced in his mind by an assimilation of the two passions most predominant in the breast of a true and legitimate *Citoyen* of the *Great Nation*, viz. FRIENDSHIP and POLITENESS!! He would not offend those he so *dearly loved*, by the uncivil, though common procedure in such cases. No! he had much rather we had trusted at once to his *real good will*, without forcing him to do such violence to his inclinations, as our want of *Biensance* compelled him to.

At 30 minutes P. M. *Mount Vernon* up courses and hove to, the *India* hove to under her lee quarter. The privateer immediately brailed up her foresail, shewed us her broadside, a random shot to windward, with *nine ports*, and gave us fix guns, and afterwards two; all of which fell very near one or other of our ships, and two passed over both, but none struck. The *Mount Vernon* returned her broadside; but before the fourth gun was fired, the *robber* not being in tone to relish such music, hauled aft his foresheet, and braced close to the wind. The *Mount Vernon* filled her sails and plied him with broadsides, so quick, so regular, and so well directed, (for we could see the shot fall in all directions close round the schooner, and saw one of them pass thro' one of her sails) that our *good ally* concluded the sooner he got disengaged from such a game the better for himself. As often as by backing and filling we could make our guns bear free of the other ship, we fired. But all was to no purpose; the privateer,

though not a brisk sailer, could lie too near the wind for us; at two o'clock, therefore, the *Mount Vernon*, firing one gun, gave over the useless chase. Monsieur soon after doused his national pride, and replaced his little red flag or signal.

She appeared a tolerably long schooner, and probably, though she shewed 18 ports, did not carry more than 12 guns. His deck was full of men, but entirely without bulwark, or quarters of any kind; the day being cloudy and rainy, we could not distinguish whether they were our black or white brethren. We have some reason (from a bustle on board while the *Mount Vernon* fired her second broadside) to think that she got at least one shot about her forecastle. From their sound, two of his midship guns must have been pretty well sized, the others, at most, not more than fours.

Had she been larger, singly, the *Mount Vernon* had nothing to fear from her. Backed by a real *American enthusiasm* in his ship's company, and directed by his own cool judgment and deliberate spirit, his ship was in no danger. And though the *India* was weak, many of her men who had been feasted in *West-India* jails, knew their comforts; and all were besides AMERICANS! But captain Rutter was resolved we should both go one way, and under his shade, we were as secure (from such foes) as Teucer while he kept behind the Telamonian shield.

We parted from the *Mount Vernon* the 21st instant, in the latitude of Virginia — all well.

Same day saw an English ship, deep laden, with her main-top-gallant-mast struck, standing in for the Chesapeake, with the wind at N. E.

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 29 July 1800.]

[13-14 July 1800]

Concerning encounter of American Armed Merchant Ships *Mount Vernon*, Captain Rutter, and *India*, Captain Ashmead, with a French Privateer

(The ship *Mount Vernon*, capt. Rutter, 21 weeks from Calcutta, is in the Bay, and may be expected up to-morrow.

The following particulars from her have been received by her owner, and politely handed us for publication.)

The *Mount Vernon* left Calcutta on the 2d March, in company with the ship *Sansom*, captain Treadwell; parted with her off the Cape of Good Hope. The *Mount Vernon* arrived at St. Helena on the 7th June and sailed from thence on the 12th, in company with the ship *India*, captain Ashmead, of Philadelphia. July 13, in lat. 23, 5. N. long. 61, 45, W. saw a schooner in chase of us; at 3 o'clock, p. m. hove about to meet her; she not liking this, took her larboard tacks on board and made all sail — at 1, p. m. finding we did not gain on her, gave over the chase and stood on our course — at half past 3, p. m. saw a schooner to leeward, standing S. S. E. by the wind — at half past 4, she put about and gave chase — at 6, observing that she gained fast on us, and being well assured she was a French privateer, we determined to surprize her in the night; with this

intention, about half past 8, we attempted to put the ship about, but unfortunately she missed stays, otherwise we could have kept to windward of her; in wearing ship we fell about 4 or 500 yards to leeward — at 9 discovered the schooner to be off our larboard bow, hoisted a light, which not being answered, we gave her a broadside; the *India*, which had kept company with us from St. Helena, also gave her a broadside as she passed; we immediately tacked ship, luffing close with the wind; shortly after, discovered the schooner something farther to windward, laying a contrary course from us; as soon as we came abreast of her both ships repeated the broadside and then stood on our course. July 14, at 1, A. M. saw the same schooner in chase of us again — at 2, fired a stern chaser and hoisted our colors; she answered immediately and hoisted French colors — at 3, hove to and prepared for action — at 4, the privateer being then about half a mile to windward, gave us a broadside, which we instantly returned; she then fired 3 guns, made sail and hauled her wind; from this time until 2, P. M. we kept up a constant fire, and the ship *India* dropping a-stern we gave over the chase.

The *Mount Vernon* mounts 16 sixes, the *India* 6 three's and four's, the privateer shewed 18 guns and 80 men; she kept a private signal flying both before and after the engagement, from which circumstance we concluded she expected a coadjutor. Near St. Helena, on the 3d June, we spoke the ship *Commerce*, of Baltimore, from Batavia. We heard at St. Helena, that the *Essex* frigate had left the Cape of Good Hope for Java Head.

[LC, "Federal Gazette & Baltimore Daily Adv." (Balt., Md.), 26 July 1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Sunday, 13 July 1800

fresh breezes & hazey —

At 1. P. M. a long side of the *Constitution* At ½ Past 1. two boats came alongside. sent the Provisions we received at the Cape for them, on board.

At 3 Made sail in for the Cape — At 4. point Picolet bore S. S. E. dist. 4. or 5. Miles, made several tacks off the Point for the Cutter —

At 6. tacked to the North^d double reefed the T. Sails & Main sail, in Jib fresh gales and hazey with a head sea — At 8. fresh breezes and hazey —

At 1. A. M. Veered to the South^d set Jib —

at 4. Moderate & clear —

At 7. the Cutter returned, Veered set Top gall^t sails, Point Picolet bore south dist. 2. or 3. Leagues, the *Constitution* in sight

at 10. a sail in sight to the North^d —

At 11. Spoke her she proved to be an American schooner from Baltimore bound to the Cape — At the same time I went on board of the *Constitution* —

at Meridian Point Picolet Bore S. S. E. dist. 4. or 5. Leagues, Moderate breezes & pleasant —

[NDA, original.]

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

Moderate Breezes and hazy Weather at $\frac{1}{2}$ past 12 Bro^t too Our Boats which are Employed Transporting Provisions from the *Augusta* to the *Constitution* Rec^d 30 Barrels of Beef 2 Tierces of Rice and 5 Pipes of Brandy one of which was Stove In the *Augusta*. Contents 114 Gallons. Short when we received it on Board the *Constitution* 54 Gallons. At 7 filled and Made Sail. Double Reefed the Topsails and Down Main Top Gallant Yard —

At Daylight saw the Cape South — and a Strange sail to the Northward which we chased and Boarded At 11 AM an American Schooner from Baltimore bound to Cape Francois —

At 12 the Cape S B E 5 Leagues *Augusta* in Company

[NDA, photostat.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 13 July 1800

First part of these 24 hours Moderate and pleas^t Wea: the *Connecticut* in Co, —

At $\frac{1}{2}$ past 2 P M Tack'd Ship to the South'd & East'd

At 6 Set flying Jib & M T Gal Stay Sail, the Island of Antigua bearing W by S $\frac{1}{2}$ S dist 12 Leag's —

At 10 P M took in flying Jib & Top Gal Stay S^t

Midnight Squally —

At $\frac{1}{2}$ past 3 A M Tack'd to the N^d & East'd

At 6 A M the Island of Antigua bore W by N and Deserada S S E At $\frac{1}{2}$ past 6 Squally at $\frac{1}{2}$ past 7 Saw a Sail a head —

At 9 A M Tack'd to the South'd & East'd

At Meridian Tack'd to the Northd Antigua Bore W $\frac{1}{2}$ N

Latt Obsd 16.58 N.

[NDA, original.]

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

[At Vera Cruz] pleasant Weather this Day Sent the Sick on Shore to the Kings Hospital People Employd on Clensing Ship there being 8 Sick

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

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

[WASHINGTON, D. C.]

Navy Dep^t 14 July 1800

Cap^t PATRICK FLETCHER
of the *Insurgent* Baltimore

SIR! Having already sent you, your Instructions for the general government of your conduct on a cruise, it only remains for me at the present, to point out the particular objects of the cruise you are about entering upon.

Considerable Depredations have been lately made on our Commerce, between the W I Islands & our own Coasts — The Guadaloupe Privateers, eluding the vigilance of our vessels on that station, get between them & the United States, & not only capture the American vessels in the W I trade, but make great havoc among those of more value, employed in the European & East India Trade.

You will please then proceed to sea with the *Insurgent*, without a moment's delay — in search of these Privateers — after leaving the Capes, you will make an Easterly course, keeping rather North of 38 N Lat. until you obtain the Long: 68 — and cruise for a few weeks between Long 68 & 66 — and stretch as far South as lat 31 or 30 — after which, you will pursue the suggestions of your own judgment & experience, & employ the *Insurgent* on such cruising ground as you may think will best effect the objects of your cruise — First — to protect between our own coasts & the West India Islands, our vessels trading to & from the West Indies, Europe & the East Indies — & Secondly — the capture of the Enemy Vessels to be found between the cruising grounds of our Vessels in the West Indies, & our own coast.

In eight weeks from the time of your leaving the Capes — if you meet with no Enemy Vessels, you will return to Chesapeak Bay — & anchor off Ann^s — dispatching a Messenger to me, with an account of the occurrences of your cruise — and a return of articles wanted to fit you again for sea; but if you should find that the Enemy Vessels continue to molest our Trade, within eight or ten degrees of our own coast, you will extend your cruise, as long as you can employ the *Insurgent* to advantage, not exceeding four months —

I have the honor &c^s

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

N D 14 July 1800

Cap^t P. FLETCHER

Balt^s

SIR I have just heard a report of a riot [10 or 11 July 1800] among some of your Mids^s w^h[ⁿ] I hope is unfounded. If, however, it should be true, & the civil authority should chose to take cognizance of their conduct, you will have them delivered up, & proceed to sea with the rest, not suffering the *Insurgent* to be detained one moment on their account.

Aggressions of this kind merit exemplary punishment — Officers are Commissioned, not to disturb, but to protect the Citizens

I have the honor &c^s

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 14th July 1800 —

NEHEMIAH HUBBARD Esq^r

I have this day rec^d your favor dated 8th June. I presume it ought to be 8th July, which I have given to M^r Turner, with a request that he will immediately bring the account of the *Connecticut* to a close, when I will endeavour to have your Commⁿ something better than 2 p^t Cent, which is undoubtedly too little compensation for your trouble. I will then write you again. Meantime I beg to assure you, that I never heard it suggested the *Connecticut* cost too much, or that she would not bear a comparison in point of economy in building as well as in good qualities with *Trumbull*, or any other of our ships. For my own part, I have always had the most perfect conviction, that you would not have done more for your own Int^t had the ships been built for yourself, than you had for the Int^t of the United States —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t — 14th July 1800 —

GEORGE HARRISON Esq^r

I am hon^d with your letter of the 10th Inst —

The *Amphitheatre* is considered as a Prize, and under the direction of the Prize Agent — Any advances that you may have made, you must take care to have refunded you, out of the Prize Money, and the same in every other similar instance —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Richard Harrison, District Attorney, New York, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t — 14th July 1800

RICHARD HARRISON Esq^r

District Attorney Newyork

The Spanish Minister has made a representation to Government, on the subject of the capture [on 12 May 1800] of the French Armed Ship *Sandwich* now at Newyork, which from the Absence of the Sec^y of State cannot be attended to for a few days —

The object of this letter is merely to request that you will be pleased to cause the trial of that vessel to be suspended until you hear from the Sec^y of State

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON, D. C.]
Navy Dep^t 14 July 1800

Cap^t CHRIS^t R PERRY
of the *General Greene* Newport R: I:

SIR! As soon as the crew of the *Gen^t Greene* shall be paid off, you will be pleased to direct the Purser to proceed to the seat of government with all the accounts of that ship, for settlement.

It is a regulation adopted, & which cannot be receded from that every Purser shall settle his accounts for one cruise, before he enters upon another — Your Purser, therefore, may be detained here too long to Join the ship, before she is again ready for sea. In this case, another Purser shall be sent in time.

I have the honor &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
N: D: 14 July 1800

L^t W^m MALEY
Phila^a

SIR, I request you will be pleased to inform me, why you sent the vessel [sloop *Betsy*] you took with Slaves to the Havanna.

You will take the direction of Mr Ingersoll, how to dispose of the Persons you took out of that vessel.

I am &c

[See letter to Timothy Pickering from Samuel Hodgdon dated 10 July 1800.]
[NDA. OSW Vol. 4, 1800-1801.]

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

[Washington, D. C.]
Navy Dep^t — 14th July 1800 —

WILLIAM CRAFTS Esq^r

I am honored with your letter of the 2^d Inst — your Bill shall be duly honoured — It is proper however here to observe that your accounts for the last three months appear not to have been forwarded to the Accountants Office — Be pleased therefore to have this done without delay, and I request you will consider it as an indispensable part of your duty to be pointedly punctual in future, in forwarding your accounts monthly, that blame may not attach to either of us by my advancing money without having a knowledge of the application of preceeding sums advanced —

Respecting the payment of the Midshipmen the following regulations which are general will apply —

When officers are sent in with Prizes, or are otherwise so situated that they cannot receive their pay and emoluments thro' the regular channel, they may state their accounts on oath, and draw bills in

favour of the Navy Agents, on this Department for what may appear due to them respectively, not exceeding three months pay &c — if more is due, the balance will be paid after settlement of the account which must be forwarded by the Agent with the Bill, to the Accountants Office — The Bill thus accompanied will be placed to the credit of the Navy Agent, but no bill be credited unless accompanied by the account —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Monday, 14 July 1800

first part of these 24 hours fresh breezes & hazy — At $\frac{1}{2}$ past 3. I returned, hoisted in the Cutter and Made sail —

At 4. Point Picolet bore S. E. by S. dist. 6. or 7. Leagues. Punished John Collins with two doz: Lashes for Theft, & Thom^s La-Grange one doz: for Misbehaviour —

At 6. the West End of Tortudas bore W. S. W. dist. 6. or 7. Leagues: fresh breezes with a heavy swell —

At 8 the Isle of Tortudas bore S. S. W. dist. 4. or 5. Leagues — in T. Gallt. sails, fresh breezes with a heavy swell —

At Midnight fresh breezes & cloudy with a heavy swell —

At $\frac{1}{2}$ past 3 A. M Lowered down the M. sail — At 6 Cape Nicholas bore East dist. 8. or 9. Leagues —

At 8. set Main sail T. Gallt. sails & Stay sails, Moderate & pleasant —

At Meridian set T. Gallt. steering sails Moderate & pleasant —

[NDA, original.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 14 July 1800

Fresh breezes & Hazy weather Laying too off the Cape the United states Brig *Augusta* in Company at 2 filled and made sail to the Northward at 4 parted company with the *Augusta* at 5 Observed the Main Mast to Incline forward Although various ways has been used in order to Regain its Perpendicular which is not Obtain'd the sprung part of the Mast which I have Mentioned near the Cat Harpin legs Increases downwards and runs In a winding Direction nearly four feet on first Observing a small Curve in the Main Mast was the 17th December 1799 — After Chasing to windward under a press of Sail — We Continued in the Offing till day light at which Time we Saw the Cape bearing SSW 5 or 6 Leagues —

At 7 Saw a Strange sail to Windward steering down shore we Made sail and Gave chase Bent the two Bowers and stream Cable Employed clearing Ship for Port at 12 Light Breezes from the Eastward —

The Chase ESE 4 Miles Cape Francois SW B S 3 Leagues

[NDA photostat.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 14 July 1800

First part Moderate and pleas^t punished Guy Mumford Landsman with 12 Lashes for attempting to heave John Brown Boy out of the Bow port Saw 2 Sail to Windw^d

At 1 P M Tack'd to the South'd & West'd & gave Chace, at ½ past 2 Tack'd to the N^d & E^d at 3 Board'd the Danish Snow *Johannes* & Ship *Rosilla* from Copenhagen bound to St Croix & S^t Thomas's Capt^{ns} Jacob Woffe & Captⁿ Floor out 6 Weeks —

At 6 P M Antigua bore W by S dist 9 or 10 Leag's

At 8 Tack'd to the South'd & East'd, at 10 Dark and Squally, At Midnight Tack'd Ship to the North'd & East'd —

At 2 A M Tack'd to the South'd & East'd

At 6 Saw a Ship on the Weather Bow made Signals which were Answer'd, Suppos'd to be the *John Adams*, Saw the Island of Deserada the East end bear^e South at 9 A M Tack'd Ship to the North'd & East'd —

At Meridian Deserada bore South 6 or 7 Leags dist

Latt Obs'd 16 — N.

[NDA, original.]

[15 July 1800]

Extract from a letter from Captain Moses Tryon, U. S. Navy, commanding U. S. S. *Connecticut*, dated 22 July 1800

"Since my last of the 21st. ult. we have only fallen in with and captured from the French a French Ketch, called *Le Chouchou*, with a cargo per invoice, which I dispatched this day with convoy."

[LC, "The Salem Gazette" (Salem, Mass.), 12 September 1800.]

To Lieutenant Charles C. Russell, U. S. Navy, from Captain Silas Talbot, U. S. Navy

(A Copy)

U. S. FRIGATE *Constitution*
15th July 1800

SIR, You will please to receive such stores belonging to General Toussaint, as you may find Convenient, and Safe to take on board the *Herald* — After which, you will proceed round the east end of the Island, to Jackmel, where you will deliver up, to the Commanding Officer, all such stores, as you may have on board, for the General — After which you will proceed to cruise off S^t Lewis, where it is expected you will meet the *Augusta* — It is here necessary to observe; that Gen^l Rigaud has at aux-Cays, one Vessel of twenty Guns, and three, or four smaller Vessels of about 14 or 16 Guns — These armed Vessels you are to capture, or, destroy if possible. And you are to Capture all American Traders, to Rigauds part of the Island.

You are also to protect Toussaints Vessels of all descriptions, against Rigauds arm'd Vessels — But you are not to Capture any Vessels, belonging to Nations, with whom, the United States are at Peace, Notwithstanding, they may be carrying supplies to General Rigaud, whenever you are joined by the *Trumbull* you may leave your Station off S^t Lewis and run round into the Bite of Leogane,

and cruise on the South part of the Bite, so as to render General Toussaint all the Service, you may be able in his Operations, against Rigaud — On your way there stop at Port Republic, and Receive a Pilot which General Toussaint is to provide for you — You will please to observe, that when you arrive off Jackmell, you will hoist a red Flag at the Main, and a white Flag at the Fore, as a Signal; so that the Commanding Officer may know you to be friendly —

I am
Sir,

Your Humble Servant

(sign'd) SILAS TALBOT

L^t CHA^s C. RUSSELL
of the U S Ship *Herald*

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

To Amasa Davis, Jr., from Abishai Thomas for Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 15th July 1800

M^r AMASA DAVIS Jun —

The enclosed letters were sent to this Office by L^t Maley of the Schooner *Experiment*, who took them out of the Sloop *Betsy* which he took possession of and sent to the Havanna, having slaves on board from the Coast of Africa. The letters are forwarded in the same situation, they were received, it not being a Practice to violate the seals of private letters at this Office —

For the Secy

A. — T —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 15 July 1800

Moderate Breezes and clear weather, @ 1 Sent an Officer and a Boats crew to the Cape for a Pilot, @ 2 shortn^d sail and boarded the chace a Hamburgh Ship from Hamburgh bound to Cape francois

@ 6 close reefd the Main Topsail and double reefd the Fore and Mizen Topsails, @ 8 Cape francois bore S by W four leagues —

Wore as nessasary to keep clear of the Cape during the night —

@ Day light saw the Cape S S W made sail in shore @ 6 a Pilot came on board and Took charge In order to proceed In to Cape francois, as we came in with the land we brought the Cape to bear south which bearing we continued till within four cables length of the Fort the least water we had was 6½ fathoms soft bottom all the way through the S S E channel which is Situated between two reefs the soundings is from 6½ to 11, @ ½ Past 11 came too with the Best Bower and veer'd away a cable and Moor'd a half cable Each way, and a spring on the In shore anchor which lay in 9 fathoms soft bottom found here the U S Ship *Herald* & 37 sail of Merchantmen one of which was a french armd Ship from France

[NYHS, NHS.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday 15 July 1800

Moderate breezes and Clear Weather At 1 Sent an Officer and a boats Crew to the Cape for a Pilot at 2 Shortened sail and Boarded the Chase an Hamburg Ship Bound to the Cape

At 6 close reefed the Main Topsail and Double Reefed the fore and Mizen Topsails —

At 8 PM Cape Francois S B W 4 Leagues —

Wore as Necessary to keep clear of the Cape during the Night —

At day light saw the Cape SSW made sail In shore At 6 A pilot came on Board and took Charge of the Ship in Order to proceed for Cape Francois Harbour as we came in with the land we brou^t the Cape to bear South which Bearing we continued till within 4 Cables Length of the forte the least water we had was $6\frac{1}{2}$ fathoms soft Bottom all the way through the SSE Channel which is Situated between two Reefs the soundings is from $6\frac{1}{2}$ to 11 fathoms came too with the Best Bower and Veer'd away a Cable and moored half a Cable each way and a spring on the Inshore Anchor which Ly in 9 Fathoms Soft Bottom found here the U: S: ship *Herald* And 37 Merchant-men one of Which was a French Armed Ship from France

[NDA photostat.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Ganges*, 15 July 1800

The Fort at Matanzas fired a Gun at us; sent one Boat on shore — At 3 P. M came to an anchor opposite the fort in Matanzas.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy Commanding, Tuesday 15 July 1800

First part fresh Breezes and pleas^t —

At 1 PM Tack'd Ship to the South'd & East'd

At 4 PM Tack'd Ship to the N'd & East'd —

At Midnight Tack'd to South'd & East'd

At Day light Saw a Sail to the East'd w^{ch} bore down on us Exchang'd Signals She prov'd to be the *John Adams* —

At 9 AM Saw 2 Sail to the South'd gave Chace at 10 Saw the *Connecticut* Bring her too which prov'd to be a French Letter of Marque *L'Bombard[e]* SCHOUCHEA [bomb-ketch *Chou Chou*] from Cadiz bound to Guadaloupe 27 days out armed with 4 Swivels and Small Arms 14 men on Board of her Sent Dan^l M Brown Masters Mate & 4 Men on Board of her received on Board Peter Ville Tranche Capt and — — —

At Meridian Deserado bore S W by W dist 6 or 7 Leag's

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 15 July 1800

[At Vera Cruz] Moderate Weather the first part the Cap^t Was Visited by the Comandants of the Spanish Frigates fired A Salute of 11 Guns Sent 4 Men to the Hospital the Latter part pleasant — on shore 20

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

To Lieutenant Charles Stewart, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 16 July 1800

L^t CHARLES STEWART,
on board the Frigate
U States — Chester, near Phila^a —

SIR! Upon receipt of this, you will please to assume the command of the Schooner *Experiment*, now performing Quarantine, from which she will be relieved, in the course of a few days —

You will deliver the letter enclosed, to L^t Maley, who will give you all the information in his power respecting the state of the schooner & her wants —

The crew belonging to her, have between four or five months to serve The schooner herself may want some caulking & some Rigging — The most essential things must be immediately done & furnished — what can be put off, must be put off until the end of the cruise, which cannot last longer than four months on account of the men — apply to M^r Geo: Harrison immediately for everything wanted from Phila^a — including provisions for four months — and for Carpenters & Caulkers, to do what repairs are indispensable; but nothing must be attempted which can produce delay, as there is an absolute necessity for the services of the schooner immediately.

In six days after you assume the Command, I shall expect you will be ready for sea, & shall send your orders accordingly. L^t Porter is to Join you — & also M^r Bailey an experienced Mids^a who may act as Lieut^t if you want one — read the letter to Maley, that you may be apprized of its contents prior to delivery.

Lieut^t Maley will deliver to you, Circular Instructions of the 29th Dec^r 1798. 16 Jan^r 12 Mar 29th June 29 July & 5th Sept^r 1799 — and his authority to capture armed French Vessels — which you will consider as directed to yourself, & be governed accordingly — He will also deliver over to you, the descriptive sheet of Private Signals.

I have the honor &c

[Enclosure]

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

[WASHINGTON, D. C.]
N: D: 16 July 1800Lieutenant W^m MALEYComm^d the *Experiment* Phila^a

SIR, Certain All[e]gations existing against you, render it necessary that a process of enquiry should be instituted, with respect to your conduct whilst in the command of the *Experiment*, which must be fully investigated, before you can be again called into service.

You will, therefore, consider this Letter, as your suspension from your present command, in which Lieut^t Stewart will succeed you. You will give Lieut^t Stewart every information in your power, respecting the state of the schooner & her wants, and deliver over to him, all the Circular Instructions, your authority to capture armed French Vessels &^t the Private Signals, which you have rec^d from this office.

You will remain at Phila^a & have all the accounts of the *Experiment*, up to the day you leave her properly arranged for settlement.

As to altering the schooner to a Brig, it is out of the question

I have the honor to be

Sir, Yr ob^t S^t

(Signed) BEN STODDERT

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 16 July 1800

Moderate breezes and clear weather, Employd unrigging the Main mast, Sent down the Main and Maintopsailyards @ 3 P M sent the french prisoners to the *Herald*.

Rec^d from the U S Ship *Herald* 30 barrels of Pork and 5 barrels of flour which she had taken on board for the *Constitution* @ Day light sent two Boats on the watering service Employd Blacking the Bends &^t

@ 8 Fir'd a salute of 16 Guns on General Moyes's Visiting the Ship. Who is the Commanding Officer at this place, Employ'd Getting down the Main Topmast which was sprung by Accident in launching

At 12 fresh breezes and hazy weather

[NYHS, NHS.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 16 July 1800

[Moored in Cape Francois Roads] Moderate breezes and Clear weather Employed unrigging the Main-mast sent down the Main and Maintopsail Yards at 3 PM sent the french Prisoners to the U S *Herald* rec^d from her 30 Barrels of Pork and 5 Bils. Flour which she had taken on board for the *Constitution* at daylight sent two Boats on the Watering service black'd the Bends at 8 saluted General Moyes visiting the Ship who is Commanding Officer of this place Employed unrigging and Getting down the Main topmast which was sprung by Launching At 12 fresh breezes and Hazy —

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate
Essex Captain Edward Preble, U. S. Navy, commanding, Wednesday, 16 July
1800

Commences with strong breezes. the fleet under a press of Sail.
At 3 hauld up the M S^l More moderate. At 5 hauld up Foresail. At
6 reefd T sails, at 11 small breezes from East. Set foresail all the
fleet in sight. At 4 am made Sail. At 8 sent the boat on board the
China. At 10 hoisted in y^e Boat & fill'd away. At 11 close reefd
T S^l At Meridⁿ hove too for the *Smallwood* to come up, found several
of our men had refusd to do duty. these men we lent the *Smallwood*.

Lat. Observed 18.2 S

Longitude in 78.40 E

[LC, EPP, 1799–1800.]

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

At 4. Clear & pleasant, got under way. — At meridian Point Jaca
bore S E $\frac{1}{2}$ E dist. 4 Leagues —

Lat. 23° 17' N.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia, Captain Stephen Decatur (Senior), U. S. Navy, commanding,
Wednesday, 16 July 1800

First part of these 24 hours fresh Breezes —

At $\frac{1}{2}$ past 1 P M parted with the Prize & *Connecticut* in Co, made
Sail to the South'd & East'd —

A $\frac{3}{4}$ past 3 Saw 2 Sail. made Sail and gave Chace

At 4 Squally, At 6 P M Saw a Ship bring the Weatherm'st one too,
suppos'd to be the *John Adams* —

At 7 P M Deserada bore N W by W 4 Leags dist

At $\frac{1}{2}$ past 10 Tack'd to the N^d and East'd —

At Midnight Squally double reef'd Top Sails

At 1 A M Squally with rain —

At $\frac{1}{2}$ past 2 A M Set the Mainsail & Jib —

At 4 Squally took in and made Sail Occasionally

At Meridian Deserada the North end dist about 7 Leag's W by S —

Latt'de Obs'd 16.31 N.

[NDA, original.]

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

[At Vera Cruz] Received 2 Boats Loaded with Water by the Frigates
Boats Sent 4 Men to the Hospital one came on board Moris Cole-
man the Cooper Died on board Arden Green Died at the Hospital
pleasant Weather this Day 23 sick

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

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

[WASHINGTON, D. C.]

Navy Department 17 July 1800

Cap^t CHRIST^r R PERRY
of the *Gen^l Greene* Newport,

SIR I have received your letter of the 30th June — The first thing, after your arrival at Newport will be the paying off and discharging the crew of the *Gen^l Greene* — This, from directions, already given to Mess^{rs} Gibbs and Channing, I hope will have been done before you receive this Letter. If not, let it be done immediately — You will at once furnish these Gentlemen with Indents of all your wants, as well for the repairs of the Ship, as for replenishing her with Provisions, and all other stores for another cruise, for which she must be prepared with the utmost dispatch. It will be necessary to engage a few men to take care of the ship while she is under repairs — These you may engage for this service only, or as part of the new crew as you find most eligible — Such of your Officers, as can be spared from the Ship, while she is repairing, you may indulge with leave of absence, if they require it, for such time as you may judge proper, taking care that they join again by the time she can be got ready for sea — You will direct your Purser to prepare his accounts, for settlement, & to come on with them without delay to this place — It is indispensable that all his accounts be settled before he proceeds again to sea, & if you have any accounts independent of the Purser's, you will be pleased to prepare & have them settled likewise —

The services of the *General Greene*, are too important at this Juncture to be lost one moment longer than is necessary, for refitting her again for sea — Therefore I hope the putting on a false keel, may be dispensed with at present. You will, however, consult Mess^{rs} Gibbs & Channing on this subject, whose decision must govern —

After fully attending to these things, & leaving the ship in charge of a vigilant Officer, you may come on to the seat of government, agreeably to your request.

I have the honor to be &c

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from a letter from a Gentleman in Kingston, Jamaica, concerning capture of the American Ship *Gadsden* by His Britannic Majesty's Frigate

KINGSTON, JAMAICA,
July 17, 1800.

"The ship *Gadsden*, capt. Gardner, of Charleston, from the Spanish Main, bound to Charleston, is captured by one of his majesty's frigates and brought into this place. — She has a valuable cargo; therefore I think it will go hard with her. There are a great number of captured American vessels in this place. You can form no idea, without comming to the West Indies, of the bare faced depredations committed on the American commerce. I knew of an instance, while I was in St. Johns, Antigua, in the month of June last, of a British privateer recapturing an American brig and schr. and sending them in there. The owner of the privateer waited on the judge of vice-admiralty, & wished to know what salvage it was customary to allow

on recaptured vessels. The Judge told him, one sixth was what the laws of England allowed. The owner of the privateer then replied, he would send his prizes to Nevis, where the court would allow him one half. — The prizes were immediately sent off, and condemned to pay a salvage of one half. The Judge of Antigua on reflection, found he was loosing his court-fees; and told the owner of the privateer, for the future to let his prizes come into Antigua, and he would give him as much salvage as could be got at Nevis, or any other court in the West Indies. However unjust these things may appear to you, they are stubborn facts."

[LC, "Connecticut Journal" (New Haven, Conn.), 27 August 1800.]

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

[WASHINGTON, D. C.]
Navy Dep^t — 17th July 1800 —

Col^o BURROWS —

The Ship *Delaware*, Captⁿ Baker, and Brig *Scammel*, Lt Fernald, will probably arrive in the Delaware, in all this month. The *Boston* Little at Boston, in all this month, and the *Constitution*, at Boston, early in Aug^t. The *Gen^l Green* is probably now at New Port, and the *Constellation* will be in the Delaware in all Aug^t. The *Boston* and the *Gen^l Green* will probably require the earliest attention. —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 17 July 1800

Fresh Breezes and hazy weather, Employd unrigging the Main Mast. @ 4 Sent two Boats with hawsers to the Assistance of an American Schooner which had parted her Cables and Drove ashore, Got up Double runners and the forward and Single one and hove on the After part of the mast In order to straighten it, Carpenters Employd making fishes Rec^d 22 Gang cask of water. @ Day light Sailed the U S Ship *Herald* lifted the Main and spring Stay to Examine the lower Rigging, Sent an Officer and a Boats crew with a 10 Inch hawser to Assist the Schooner, Employd overhauling the Main rigging and Rigging the Main Yard, Carpenters Employd fishing the Main Mast

[NYHS, NHS.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution* Captain Silas Talbot, U. S. Navy, commanding, Thursday, 17 July 1800

[Moored in Cape Francois Roads] Fresh breezes and hazy weather Employed unrigging the Main Mast At 4 sent two Boats with Hawsers to the Assistance of An American Schooner which parted her Cables and Drove on shore. Got up Double runners on the forward and on the after part of the Mainmast on which we hove by Degrees in order to Straighten it Carpenters Employed as necessary

At Day light sailed the United states Ship *Herald*. Lifted the Main and spring stay In Order to Examine the lower rigging sent an Officer and a Boats Crew and a 10 Inch Hawser to the Assistance of an American Schooner Employ'd overhauling the Main Rigging, rigging the M. Yard & fitting the Main-mast

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 17 July 1800

Fresh breezes & clear weather. At Meridⁿ spoke the *Smallwood*. At 1 pm, sent the boat on board her by desire of Cap^t Sanford found that 4 of our men that we lent the *Smallwood* had mutinied. Vizt.

James Ward	} by same boat returned
Jn ^o Fitzgerald	
David Gregory	
Jn ^o Nelson,	
	George Clarke —

these four men were whipped at the gangway & put in irons for mutiny. Sent on board three other men, Vizt. Jn^o C. Meil, Jn^o Arflin & Jn^o F. Clarke.

All the fleet in sight. 5 sick men on board —

Lat. Observed 19.2 S

Longitude in 76.26 E

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 17 July 1800

[At Vera Cruz] Received on board 1 Boat Load of Water People Employd on Sundry parts of Ships Duty Sent 3 Men on Shore Sick 1 came on bord John Pearson The Steward Died at the Hospital 24 sick

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

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 18 July 1800

Commences with fresh breezes & good weather. At 1 made signal N^o 14 & was answerd. People employ'd making Spun yarn & Scinnet for Ships use. At 5 made Signal N^o 34. at 6 filled away. Squally with Showers. At midnight fired a blank gun, to bring too one of the fleet, she not regarding it, we fired another with Shot, which had the desired Effect. At Meridⁿ Made Signal N^o 72 Answerd.

Lat. Observed 20.0 S

Longitude in 72.40 E

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 18 July 1800

[At Vera Cruz] People Employd on sundry part of Duty 3 Men
Come on board from the Hospital 1 Went on Shore Sick John
Brown Jun^r Died Pleasant Weather this Day 21 Sick on Shore

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

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

[WASHINGTON, D. C.]
Navy Departm^t 19th July 1800

Cap^t THOMAS BAKER
of the *Delaware* Phila^a

SIR! I have received information of the arrival of the *Delaware* at New Castle, but am without any communications from you on the subject.

Your men must be immediately paid off & discharged, to facilitate which M^r Stockwell of the Accountant's office will go on to assist your Purser, and the ship prepared for another cruise with the utmost dispatch — You will therefore at once furnish Indents of all your wants, as well for the repairs of the ship as for replenishing her with Stores of every kind, except provisions, to Geo: Harrison Esq^r Navy Agent at Phila^a — and for Provisions to Mess^{rs} Riddle & Bird of New Castle — It will be necessary to engage a few men to take care of the Ship while she is repairing — These you may employ for this service only, or engage them as part of a new crew, as you find most convenient — Such of your Officers as require it & can be spared, you may grant leave of absence to while the ship is repairing, taking care that they join again, by the time she can be got ready for sea.

You will direct your Purser to prepare all his accounts for settlement, & come on with them, without delay, to this place. It is indispensable, that this be done, before he proceeds again to sea; and if you have any accounts of your own, independent of the Purser's, you will have them settled likewise — A particular statement of all the cash and Supplies furnished the *Delaware*, her officers &^e by B. H. Philips Esq^r Consul at Curicoa, is requisite, This I hope you can make out in the fullest manner.

Inconveniences frequently arise from Officers, after arriving from a cruise, declining to go out again, & not letting their determination be known, until it is too late to supply their places with others — To provide against this happening, in respect to the Officers of the *Delaware*, I request you will at once, let me know, who are desirous of retiring on leave of Absence, or otherwise.

I am, Sir! &^c

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 19 July 1800

[Moored in Cape Francois Roads] Moderate breezes and cloudy weather Employed fishing the Main-mast & Overhauling the rigging. watering &c AM Light airs and Vble saw in the Offing the United

States ship *Constellation*. we compleated the Mainmast by Carrying a fish of 51 Feet from the Heel of the Topmast down the main Mast— Which was made from a Sprung Topmast Leaving the full round on the fore part for a Wolding surface

Arrived on the Roads three American Vessels from the United states one of which was Boarded and Plundered by a french Privateer of all her Cargo which was Chiefly Dry Goods —

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 19 July 1800

Commences with fresh breezes & good weather. At $\frac{1}{2}$ 5. made Signal N^o 12. People employ'd making Spun yarn & Scinnet, & other jobs of Ships duty.

Middle part almost calm at 4 am fresh Breezes & cloudy.

Latter part good weather, continue to keep the [merchant] brig *Delaware* in tow 5 sick men on board.

Lat. Observed 20.25 S

Longitude in 70.40 E

[LC, EPP, 1799–1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 19 July 1800

Pleasant weather; at 12 in chase of a Schooner, at 1 fired a Gun at her; Sent our boat on board the Schooner *Prudent*, Pardon Bennet Cap^t from the coast of Africa (38 [or 58] days) with slaves on board Bound to Havannah; Sent M^r Robins (Midshipman.) as prize master and order'd her for Philadelphia after supplying her with provisions.

Lat. 23° 30' N.

[NA.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 20 July 1800

[Moored in Cape Francois Roads] Moderate breezes and clear Employed Woolding the Mainmast & Watering ship Deserted and left the United States service from the *Constitution* between the 19th and 22nd Instant the following Seamen Viz. Thomas Moody William Smith Jacob and William Brown John Handy Henry Phillips Nehemiah Warner and Jothan Hardison AM Light Airs and Vble Employed as Necessary &c —

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 20 July 1800

Commences with moderate weather. At 3 PM. cloudy. at 4 close reefd M T sail At 7 foresail split Starboard side by reason of the rope parting, handed Mizen T sail & bent new foresail.

Squally with rain. At $\frac{1}{2}$ 9 settld down M T sail. Shew'd a top light as usual since we saild from Java. continue to keep the [merchant] Brig *Delaware* in tow. 5 sick men on board.

Lat. Observed 21.5 S

Longitude in 68.14 E

[LC, EPP, 1799–1800.]

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

At 6 A. M. in chase of a Brig to windward. At 10 came up with & sent our Boat on board the Brig *Dispatch* from Gonaives, bound to Baltimore, — but had been taken by a french Barge, the Frenchmen all made their escape on shore, after having had possession of her 11 Days — Sent M^r Jones (Midⁿ) as prize master & order'd her for Philadelphia —

[NA.]

Extract from log of H. M. S. *Calypso*, by Commander Joseph Baker, Royal Navy, Monday, 21 July 1800

Mod^t Breezes & Cloudy W^r at 2 fired 2 Nine Pounders at the Chace, & bro^t her to — Shorten'd Sail, she proved to be a small French Sloop, from Cuba bound to L'anade [?] Nan't — Sent a Petty Officer, & 2 Men to take charge of her — & shifted the Prisoners — at 4 saw a strange Sail to the West^d who made the Private Sign^l of the United States — at $\frac{1}{2}$ past Cape Tiburon, E S E. 4 or 5 Lgs — at 8 spoke the United States Brig *Norfolk* —

At 12 Light Var^{bl} Airs & Cloudy, with a heavy cross swell —

At 2 Squally with heavy Rain, & much Lightening —

Calm & Cloudy with heavy Rain —

At 8 D^o W^r — Punish'd Edw^d Brown & Jn^o Holloway (S.) with 12 Lashes for Neglect of duty —

Mod^t Breezes & Hazey — Made sail toward the Land — Prizes in Company —

At Noon Light Winds, with much swell — Cape Tiburon, S S E Dist 7 or 8 Lgs

Lat^d Obs^d 18°.46' N^o

[Latitude, noon, 20 July, 1800 — 18°.34' N.]

[NDA, original.]

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

[Off Matanzas] Pleasant Weather — At $\frac{1}{2}$ past 8. A. M Made sail in chase of a sail to windward at 10 brought her too she proved to be the Schooner *Phoebe* Capt. Mills from the Coast of Africa bound to the Havanna with slaves, sent M^r Stephens Midshipmⁿ as Prize Master, and with him four Men and ordered her to Philadelphia.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 21 July 1800

First part Squally with rain, at 1 P M Deserada bore S by W $\frac{1}{2}$ W — At $\frac{1}{2}$ past 1 Saw a Sail to the South'd Tack'd Ship to the North'd & East'd hove too, and at 2, Spoke the U S, Ship *Connecticut* who Visited and brought, Asa Bramble & Martin Nell on Board from the Prize at $\frac{1}{2}$ past 3 Capt^s Tryon return'd to his own Ship made Sail to the North'd & East'd, at 4 Deserada Bore S W by S $\frac{1}{2}$ S 4 Leag's dist At 6 Squally with Lightning & rain close reef'd the Topsails —

At Midnight Set the Main Sail & Tack'd to the S^d & East'd —

A[t] day light hove too & Lower'd the Boat down

At 6 Sent the Prisoners & M^r Ja^s Penrose Midshipman on Board the *Connecticut* made Sail and Tack'd to the North'd & East'd —

At 8 A M Deserada bore S $\frac{1}{2}$ W 2 Leags Dist —

At $\frac{1}{2}$ past 9 Squally

At Meridian Deserada bore South 7 or 8 Leags Dist

[NDA, original.]

To the Commanding Officer of the U. S. S. *Trumbull*, from Captain Silas Talbot, U. S. Navy

(A Copy)

U. S. FRIGATE *Constitution*,
22nd July 1800.

SIR, I have received good information that Rigaud has a large Brig, that mounts twenty Guns, and two, or three small Vessels, of about 14 Guns each. These Vessels are at Aux cays & S^t Lewis; and as General Touissants Army, is now before those places it is necessary, that a force by Sea, sufficient to over power Rigauds Vessels, should be kept off those ports, to keep his arm'd Vessels in, or, capture them if they come out, and also to Capture any of his coasting Vessels bound in with supplies, and all American Vessels, bound in, or, who have been, to any of his ports with contraband stores —

For the purposes above mentioned; I have thought it best, that the *Trumbull* under your command, should be station'd off S^t Lewis; Therefore on the Receipt of this Order, you will run in at the Cape, and take on board some powder, belonging to General Toussaint, I suppose the quantity he has to send round, is greater than can be put into your Magazine If so, it must be put into your bread room, after taking out your bread, and putting it first into Casks, and then between decks, General Moyse, at the Cape, will cause you to be furnished with those casks, at the public Expense of the Colony when you have taken on board this powder together with a supply of water, and other stores that you may want, and which may be had of the Navy Agent at the Cape, you will make the best possible dispatch to Jackmell, where you are to land the powder, and then proceed to cruise off Aux cays and S^t Lewis for the purposes before mentioned —

I believe Jacmel to be a bad Harbor for Vessels like the *Trumbull* you had better therefore lay off a little distance and hoist a red Flag, at the Main, and a white one at the fore as a Signal — When this is seen from the Shore: I expect they will come off with small craft, and take the powder you may have on board for General Toussaint.

I request Sir, that you will render General Toussaint all the service that may be in your power to further his Operations against General Rigaud who in fact, is one of our most cruel and barbarous Enemy's — But you are to be carefull not to do any thing, that is unlawfull, or, that may tend to disturb any nation with whom the United States are at peace. —

I expect you will find off S^t Lewis, the *Herald*, and *Augusta* on your arrival, the *Herald* leaves that Station, to cruise in the bite of Leogane.

I have the honor to be,

With great respect

Sir, Your Obedient Servant

(Sign'd) SILAS TALBOT

To the Commanding Officer

of the U S Ship of War the *Trumbull*

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

[About 22 July 1800]

Tribute to Captain Silas Talbot, U. S. Navy commanding U. S. Frigate *Constitution*, by the Merchants of Cape Francois, on his leaving St. Domingo

The Consul-General, Consul, and the most respectable merchants of Cape Francois, addressed letters to Commodore TALBOT on his leaving St. Domingo, expressive of gratitude to him for his sedulous attention to the protection of the American trade. The Consul acknowledges himself indebted to the Commodore for useful advice; and observes, that his "dignified conduct, while on the station, has impressed the inhabitants of St. Domingo, with a high idea of the American character, conciliated their affection, and produced an attachment to the Government of the United States, which, in all probability will be permanent."

[LC, "The Mass. Mercury" (Boston, Mass.), 5 September 1800.]

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

[WASHINGTON, D. C.]

Navy Department 22nd July 1800

Lieutenant MARK FERNALD.

New Castle.

SIR! I have received your's of the 17 ins.

Your men must be immediately paid off and discharged and the Brig [*Scammel*] prepared for another cruise with the utmost dispatch — Money for this purpose will be supplied you by Mess^{rs} Riddle & Bird — and M^r Stockwell of the Accountant's office, will assist your Purser, in paying off the crew, & in the adjustment of his accounts, which must be effected, before he can go on another cruise.

You will at once furnish Indents of all your Wants as well for the repairs of the brig as for replenishing her with Stores of every kind, except Provisions, to Geo: Harrison Esq^r Navy Agent, at Phila^a and for Provisions to Mess^{rs} Riddle and Bird — It will be necessary to engage a few men to take care of the Brig while she is repairing — These you may employ for this service only, or engage them as part

of a new crew as you may find most convenient — Such of your officers as require it, & can be spared, you may grant leave of absence to while the Brig is repairing — taking care that they join again, before she can be got ready for sea.

M^r Stockwell will remain at New Castle, with whom your Purser must settle all his accounts; & if you have any acc^{ts} of y^r own, independent of the Purser's, you will have them settled likewise.

Inconveniences frequently arise from Officers, after arriving from a cruise, declining to go out again, & not letting their determination be known, until it is too late to supply their places, with others — To provide against this, I request you will at once let me know, who are desirous of retiring from the service

I am &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

NEWPORT July 22 1800

The *General Greene* arrived here yesterday She is at present under the restrictions of Quarantine, in consequence of their having two died with a malignant disease just before her arrival — From the report of the Surgeon, and the Visiting Physician there appears to be none now sick on board with any malignant or contagious disease, that there is a small number sick and those are all convalescing —

The Town Council require before the Quarantine is taken off from the Ship, that we provide a Vessel to receive and keep the sick on board at Quarantine, at Government Expence. This we must comply with if a retired place cannot be procured to carry the sick too — We [hope] tomorrow that arrangement will be made to discharge the Ship, from her present restriction — We beg leave to repeat, that a marine Hospital is much wanted at this place, it would be a saving to Government, and prevent that anxiety felt by the inhabitants here, from having the sick so frequently landed & taken care of within the limits of the Town —

We have advised Cap^t Perry of your directions for the immediate discharge of the Crew, and that we will furnish on application the money requisite to pay them off — the amount we are unadvised of — but suppose it will be a much larger sum, than we have Cash in hand for Government account —

BENJAMIN STODDERT Esq —

[Newport HS. Gibbs & Channing LB.]

To Lieutenant Charles Stewart, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 22nd July 1800

Lieut^t CHARLES STEWART
Chester Penns*

SIR! The Schooner *Experiment* is allowed twenty four able seamen, and twenty ordinary Seamen and boys, besides Officers and Marines.

You will ascertain imm^{ly} the exact number of able Seamen & ordinary Seamen & Boys, on board, & recruit such a proportion of each as to equal but not exceed the deficiency — to be entered for the cruise, which will expire in Nov^r next. You may allow them one month's advance, but previously take care to obtain responsible security to resort to in the event of desertion. Every man entered, must take an oath agreeably to the enclosed form —

I enclose you Blank forms of a Muster Roll, Bond to be signed by the Sureties for the Seamen, all of which you will be particular in having kept with the utmost exactness.

M^r Harrison will supply you with the necessary monies — and it is not expected that the vessel will experience any detention, in consequence of these Instructions.

Prior to your departure, you will transmit your account & Vouchers to T Turner Esq^t — for settlement

I am &c

[NDA. OSW, Vol. 4, 1800–1801.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 22^d July 1800 —

GEORGE HARRISON Esq^t

Since my letter of the 12th Inst respecting disbursements at Cape Francois on account of the prizes *Los Amigos*, *La Legere*, *Anna* and *Amphitheatre*, I have received additional accounts, which makes the amount to be reclaimed in behalf of the Public \$1090 37/100 besides what was advanced to M^r Hodgdon in Phil^a as also mentioned in my letter of the 12th to all of which I have to claim your attention — The money is to be paid over to you, if the Prize Agent Captⁿ Hodgdon receives it —

I am &c

B S —

<i>Los Amigos</i>	158. 4
<i>La Legere</i>	596. 12
<i>Amphitheatre</i>	194. 46
<i>Anna</i>	141. 75

\$1090. 37

P — S — There is a Mistake in respect to the claim against the *Anna*, it ought to be \$122.75 and the aggregate \$1071.37 — instead of \$1090.37. The letter was closed and the Secretary had left the Office before I made the discovery, this is therefore smuggled in to serve the duty

A. T —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 22 July 1800

Fresh breezes and hazy Weather swayed up Top Gt. Masts bent the Main and Maintopsails Top G^t Sails Employed Rigging Top G^t Mast and Clearing ship for Sea up top Gt. Yards. At 1 AM Veer'd

away on the Best Bower and unmoored Ship. At 3 hove short on the Best bower and made the Signal for sailing by firing a Gun and Loosing the Topsail at Day light Weighed and made all Sail (winds Vble) In order to proceed to Sea we had two Pilots which were Chosen by Gen^l Stevens In entering the Channel which is narrow and in depth 7, 8 & 9 fath^s and wont [was not] More than 4 Cables wide it came on a Dead Calm came to with the best Bower to prevent falling on the western Braker At 7 a Breeze sprung up from the Westward Weighed & Stood along by the western Reef which Made the weather Side near the north part of the western Breakers & nearly abreast of the Outer Forte we was Suddenly taken a Back with the wind from the North^d —

Immediately the wind from the East^d Came too with the two Bowers as the Reef afforded no room to veer away Clew'd up amain & furl'd sails a Swell from North brought her Stern home to the Reef the Ship then Struck abaft which Shock was Sensibly felt and Violently repeated Made the Signal for Assistance which was Instantly Obeyed by the American Shipping Laying in the Harbour we ran out the stream Anchor nearly 200 fathoms to windward on which we hove Transported the aft Guns forward & hove off weighed the two Bowers and hove nearly Into the Middle of the Channel came too with the Best Bower & Veer'd to a third of a Cable it was 17 minutes past 8 AM when we Struck & 4 Minutes past 9 when we hove off At 10 let Go the small Bower & veer'd away on the Best —

The ship makes no more Water than Usual —

[NDA photostat.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Ganges*, Tuesday, 22 July 1800

Pleasant Weather. At 10 A M spoke a Schooner from Newbury Port bound to the Havanna. At Meridian in chase of a Ship [*La Fortuna*. See letter herewith under 29 July 1800].

Lat. obs^d 23° 24' N.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 22 July 1800

First part fresh breezes & Cloudy — At 1 P M Tack'd Ship to the South'd & East'd

At 2 Squally —

At 5 P M Squally Tack'd to the N^d & East'd

At 6 P M Deserada bore S by W 3 Leag's dist

At Midnight Tack'd Ship to the South'd & East'd —

At 5 A M let 2 reefs of the Topsails the Island of Deserada bore S W by S, Dist 7 Miles —

At ½ past 5 Saw a Sail to the South'd —

At ½ past 6 Exchanged Signals with the *John Adams* —

At 8 A M Mary galante bore S W —

At 10 Squally —

At Meridian Moderate Tack'd to the N^d & East'd

Latt Obs'd 15.56 N.

[NDA, original.]

170 NAVAL OPERATIONS; JUNE 1800–NOVEMBER 1800

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

[At Vera Cruz] untill 12 Meridian Moderate and pleasant the first part All Hands Employed on Sundry parts of Ships Duty taking Water on board — Unmooring Ship got all Ready for Sea John Reed Died at the Hospital

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

To Secretary of the Navy from President John Adams

QUINCY, 23 July, 1800.

DEAR SIR, — I received this morning your favor of the 12th, and thank you for the summary of the stations and destinations of the navy. At the same time I received your other letter of the same date, and have read all its inclosures, which I return with this. Nothing affects me so much as to see complaints against officers who have distinguished themselves by their vigilance, activity, and bravery in the service, as Maley has done; but the complaints must not be rejected without inquiry. I leave this business to your wisdom, as well as the other complaints against other officers.

The transgression of the British captain in opening the letters of Dr. Stevens to Captain Talbot, can be redressed only by a representation to the court of St. James, where so many circumstances of justification, or excuse, or palliation will occur, that I doubt whether it is expedient to take any trouble about it. If you think otherwise, you may furnish the Secretary of State with copies, and he may instruct Mr. King to acquaint the ministry with them. It is not worth while to make any vehement representation about it.

With great respect, &c.

JOHN ADAMS.

[NDA. Life & Works of John Adams, Vol. IX.]

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

U S FRIGATE *Constellation*
Off Cape Francois July 23. 1800

BENJⁿ STODDERT Esq^r

SIR The inclosed is a Copy of my respects from St Kitts [See 12 July 1800] & have now the Honor to advice you of my arrival here in good time for the relief of the *Constitution* that I found repairing some damages she had received in her Spars. I had only four days run from St Kitts, and have been here since the 17 Ins^t waiting for the *Constitution* coming out, and this day had the pleasure of joining her when I received all Cap^t Talbots communication which I shall attend to, and leave it to him to give you further information, and I have not as yet been able to inform myself of any thing of importance to arrest your attention

I find we are not likely to do ourselves or country any credit from present appearances on this station, yet I think it proper that we should have some Vessels here.

I am under great uneasiness about my Rudder. Cap^t Truxton had some slight repairs done to it, but it is getting worse every day and I think can never be made secure —

You will no doubt advert to my having had only four Months provisions on board when I left America & only one suit of Sails good for any thing, so that if you incline to prolong my Cruise you will readily perceive the necessity of speedy supply

I herewith send you a list of Mens Names whose time expires from this Period to the Month of Nov^r

As we had some conversation (previous to my departure from Phi^a) about the place of return for the Ship, & I think you approved of either Annapolis or the Delaware, if you have any preference to either, I hope to be informed in due time and I conceive it will be highly necessary that this Ship undergoes an entire cleaning in her hold upon her arrival, which cannot be well done without moving all her Ballast, which has never been done since she was first equip'd & she is now getting full of Ratts & other Vermine which no common mode of cleansing can obviate

I shall avail myself of every opportunity to give you every necessary information — and am

with the highest consideration & respect

Your Most Obedient

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

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

[WASHINGTON, D. C.]

Navy Department 23rd July 1800

Cap^t RICH^d V. MORRIS
of the *Adams* New York

SIR! Mess^{rs} J & E Watson inform me of the arrival of the *Adams*, but I have no letters from you, on the subject, & know nothing about the situation of the ship.

The first thing to be done is to pay off & discharge the crew, retaining however as many as may be necessary to take care of the ship while she is refitting — In making the payments, you will take care that the proper deductions be made for payments on powers of Att^y during the cruise, if any such was made. I shall direct a remittance of 20,000 Dollars to be made to you immediately, which you will pay over to the Purser as he shall want it to pay to the men — Will you please to send to the Accountant of the Navy, the Purser's receipts for the money, which will be placed to your credit — I should at once send the money to the Purser, but I know not his character — Pray make a proper officer attend at the settlement with, & payment of, the men, to see that Justice be done to them, as well as to the United States — As soon as the crew shall be paid off, the Purser must proceed to this place with his accounts for settlement & if you have any accounts unconnected with his, they must also be sent on. It being a regulation, not to be dispensed with, that the accounts of one cruise must be settled, before the commencement of another.

If the ship wants repairs, they must be commenced without delay, and any stores & provisions which are requisite for another cruise, must be provided.

Mess^{rs} Watson, to whom you will furnish at once, Indents of all your Wants, will be instructed to give you every dispatch to her re-equipment, in their power.

If any of your Officers desire leave of absence while the ship is refitting, & can be spared, you may indulge them, taking care that they rejoin by the time she will be ready for sea — and to obviate the inconvenience which frequently occurs, from Officers declining to go on a cruise at so late a period, as to render it almost impossible to supply their places with others, I request you will let me know at once, who of those, belonging to the *Adams*, are desirous of retiring.

I have the honor to be,

Sir,

Y^r ob^t S^t

[NDA. OSW, Vol. 4, 1800–1801.]

[23 July 1800]

Extract from a letter from Lieutenant John Shaw, U. S. Navy, commanding U. S. Schooner *Enterprize*

(Lt. Shaw, of the U. S. sch. *Enterprise* of 12 guns and 70 men, in official letter dated 26 July, 1800, says,) — —

"On the 23 I fell in with and captured the French privateer *Le Flambeau* of 12 guns and 90 men. She engaged me for nearly two glasses. * * *

"*Le Flambeau* had 4 men killed, 29 wounded. The *Enterprise* had two men wounded in the engagement with the *Flambeau*."

[See letter written on board the U. S. S. *Baltimore* of 31 July 1800.]

[LC, "The Salem Gazette" (Salem, Mass.), 12 September 1800.]

[23 July 1800]

News item concerning capture of a French Privateer by U. S. Schooner *Enterprize*, Lieutenant John Shaw, U. S. Navy

The U. S. Schooner *Enterprise*, Shaw, carried a French Privateer [*Le Flambeau*] into St. Kitts, July 24. She mounted 10 guns, had 110 men, fought 50 minutes, and had 37 men killed and wounded. The *Enterprise* had only 2 men slightly wounded. This prize is valuable from the quantity of plunder she had on board, part of which was taken out of Spanish vessels by these freebooters.

[LC, "The Mass. Mercury" (Boston, Mass.), 26 August 1800.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 23rd July 1800

Master Comm^d J: A: SPOTSWOOD

Fredericksburgh Virg^a

SIR Upon receipt hereof, you will repair to N Castle Del, & assume the command of the ship *Delaware*. On your way thither, you will be pleased to give me a call.

This vessel requires your immediate attention.

I have the honor to be &c

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 23 July 1800

Strong Breezes and Cloudy riding with the two Bowers ahead between two Reefs off Cape Francois at 2 heavy Squalls and rain Veer'd away to half a Cable on the two Bowers at 3 the Wind began to Shift to the South^d and Continued by Degrees till 5 PM at which time we Weigh'd the two Bowers and put to Sea at 7 Stowed the Anchors C. Francois S B E two Leagues Continued standing to the Northward under easy sail till day light at which Time we Joined the United states Ship *Constellation* & the *Trumbull* the french Prisoners we Sent on Board the US states ship *Herald*, on her Coming to sea they Joined the *Constellation* the same we have rec'd at 12 Moderate breezes & Cloudy squadron in C^d Cape Francois S B E 1/4 E 5 Leagues

[NDA photostat.]

Extract from journal of Lieutenant John Mulloyny, U. S. Navy, commanding
U. S. Ship *Ganges*, 23 July 1800

In Chase. At ½ past 2 fired a shot at her. at 4 fired another. At ½ past 4 sent our boat on board her. she proved to the Ship *Penelope* from Jamaica bound to Baltimore—At ½ past 7 Spoke the Ship *Washington* of Phil^d Bound to the Havanna.

Lat Obs^d 23°. 49' N.

[NA.]

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

Pleasant the first part of these 24 Hours

at 4 P M Weighed Anchor got under way got to Sea

at 5 P M Backd the Main Top Sail Received on Board the Sick from the Hospital Saving two Not fit to come to Sea Left them in care of A Gentleman in Vera Cruz from the time of Entry untill Sailing from Vera Cruz there has been in the Hospital from 20 to 24 Men Sick on Shore

at 6 P M the Castle bore S S E 4 Miles Distance

Middle part Cloudy and Moderate

Lay by from 10 P M untill 6 A M and then filled away Observed the Current to Set to the N E

at 8 A M the Land bore South and N W the two Extreem Distances from 5 to 12 Leagues

at 10 Squally and Rain Reefd the Top Sail found A Mate of An English Prize to the Spaniards on board Deserted the prison

Latter part Moderate and Cloudy

Saw a Sail bearing N W

25 Unfit for Duty

No Observation

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

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

[WASHINGTON, D. C.]

Navy Dep^t 24th July 1800

Cap^t SAM^l BARRON
New Castle Del

SIR, I hear from Phila^a that you are at New Castle —

You will get the ship [U. S. Frigate *Chesapeake*] replenished with Provisions & Water as early as possible. Tomorrow I shall send you instructions to proceed to Sea.

I am &c

[NDA. OSW, Vol. 4, 1800–1801.]

To the Accountant of the Navy Department from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 24th July 1800 —

The Acc^t OF THE
NAVY DEP^t

Considering the trouble M^r Hubbard had in collecting the materials and superintending the building of the *Connecticut* — I think the amount of 2 p^r Cent — Commission, on the Cost of the Vessel, would be an inadequate compensation — and I wish you in the settlement of his accounts to allow 2000\$ in lieu of Commission —

I am &c

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 24th July 1800 —

THOMAS FITZSIMONS Esq^r

I am honoured with your letter of the 22^d Inst. for which I beg you to accept my thanks. I shall always feel obligations to you for communicating to me without reserve, every thing that can be useful to the public service in my department. The complaints of the Merchants whether well or ill founded, I consider of this nature. — and I shall always endeavour to profit by them. In justice to my own feelings and character, however, I must observe, that I care not how often representations are made to the President — on any subject in which I am concerned. I know I have discharged my duty to the Public with zeal and diligence, and not without Judgment, tho I cannot accomplish with less than forty vessels, twenty times as much as the British Nation can do with twenty times as many — They cannot with all their force give complete protection in their own channel to their merchant vessels, nor should it be expected that there would not be captures of American Vessels in the West Indies, and between the Islands and our own Coasts — The Circumstance of selling recaptured Amer^a Vessels in the West Indies, instead of returning them to the United States is a grievance — I hope it has seldom occurred without the consent of the owner or Captain. I will endeavour to have it remedied —

During the command of Captain Morris, who succeeded Truxtun, on the Guadaloupe station, he appointed the ships under his command to rendezvous at St Kitts every 5 or 6 weeks, for further Instructions — I presume they remained no longer in Port, than to receive necessary supplies. At least this is my information from Morris — and from Clarkson. It has I presume happened that once in 5 or 6 weeks, the greater part of the vessels have been in port, 3 or 4 days — for the honor of the Officers, I hope not longer; Decatur the present Commander, means to pursue a course somewhat different, to give the rendezvous oftener, but to fewer vessels at a time

I am &C

[NDA. GLB, Vol. 3, 1799–1800.]

B — S —

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

CITY OF WASHINGTON 24th July 1800

BENJAMIN STODDERT

SIR, The Enclosed seems to say that you permitted Cap^t Truxtun to take Lieu^t Clinch from Cap^t Murray. I am on perfect good terms with Cap^t Truxtun and knowing his wishes, consented to change if agreeable to all parties.

I Contend it is improper in any one to interfere in my Details, & if the Cap^t can take the Command from one Officer, and give it to another — it would throw me into utter Confusion, and render it impossible to obey your orders — When I receive your Commands to prepare for the arrival of different Vessels I must, if a Change takes place, without my Knowledge, direct my Letters wrong; and of course impede the service

There would be no use for my Staff, or for me to give directions, if Navy Officers can displace my Officers without my Consent. Every Officer of Mine has an important trust, the Cloathing and payment of the Men are comitted to him, and he is held Accountable; but if these Changes were permitted; in case of Accident, each would lay the blame upon the other — I am, as I always wish to be on [good] terms with Cap^t Truxtun, but I wish when opportunity offers that you will decide, to prevent disagreeable circumstances — If my Officers behave amiss the Cap^t may Arrest them, but I Cannot admitt that he has the right of removing an Officer. — When he has got on his Station, and the good of the Service requires it, he may remove any Officer he pleases, yet still I ought to be advised of it, Before the Navy Officer leaves the Port, if they wish any thing in my department they generally Consult me, & I am always happy to meet their wishes.

To prevent any misunderstandings my request is, that you would write to Cap^t Truxtun, that you order'd me to send Officers on board the *President*, and that any Arrangement he would wish respecting Marine Officers must go thro' me — Were the President of the United States to interfere with the Details of the Marine Corps, tho' I should submit, I would Complain —

I have the Honor to be

Y^r obed Ser^t

W. W. B
L^t C. C.
M C

[MCA, LS, 1800–1801.]

To John Quincy Adams, U. S. Minister to Berlin, Germany, from Secretary of State

DEPARTMENT OF STATE

Washington July 24th 1800

JOHN Q. ADAMS Esq^r

SIR, The duplicate of your N^o 160 and the first of 161 and 162 were received on the 29th of June.

The proposition made by the minister of Sweden for employing in the Mediterranean a number of frigates, in concert between the United States, Sweden and Denmark for the purpose of protecting their commerce, has been laid before the President.

He is far from being pleased with the state of our affairs with the Barbary powers; but he conceives that the engagements of the United States, tho' unreasonably burthensome, ought to be performed. He is not satisfied that in the existing state of those engagements, good faith will permit us to unite with other powers, in appointing, in concert with them, convoys for their and our trade. There is indeed cause to apprehend that the Barbary powers or some of them, will break their treaties with us, and recommence hostilities on our commerce. In such an event the United States will be at perfect liberty, and will be well disposed, to make any reasonable arrangements with Sweden and Denmark for the purposes mentioned in the note of the Swedish Minister.

You will please Sir to make a respectful communication to Baron D. Engerstrom conforming to these principles.

Until the differences between the United States and France shall be so far accommodated as that actual hostilities shall cease between them, to station American frigates in the Mediterranean would be a hazard, to which our infant navy ought not perhaps to be exposed.

I am Sir, &c. &c.

J. MARSHALL.

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

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, commanding, Thursday, 24 July 1800

First part of these 24 hours fresh breezes & hazy — At 3. P. M. Saw the Land bearing N. by E. At the same time a sail in sight to the North^d —

At 4. Made the English private signal for the day which was answered by the Ship, Gravel Point bearing N. N. E. — dist. 5. or 6. Leagues. — At 6. the Island of Ash bore N. N. E. — dist. 4. or 5. Leagues, Moderate breezes & cloudy tacked Ship to the South^d & E^d Let a reef out of the Top sails, set Top gallt. sails —

At Midnight moderate breezes with a head sea — At ½ past 12. in T. Gall^t sails At 2. A. M. Tacked to the North^d & East^d

At 6. set M. sail — At 8 Diamond Rock bore N. W. dist. 5. or 6. Leagues moderate breezes & pleasant weather —

At 9. hove too off Arguin hoisted a french Jack & fired Two guns, which were answered from the shore — At ½ past 11. sounded in 14. fathoms, hauled off to the South^d — Light airs inclining to Calms —

At Meridian Diamon Rock bore N. by W. dist. 3. Miles. Set T. Gallt. sails — employed repairing sails —

[NDA, original.]

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

Moderate breezes & Cloudy Laying too off Cape francois waiting for the Convoy at 1 made the signal for all Captain's which they Obeyed and rec^d Instructions to follow the *Constitution* at 3 filled and Made sail to the North^d the United states ships *Constellation Trumbull* in Company — wore and Tack'd as necessary during the night to keep clear of the land —

At day light saw Cape francois S $\frac{1}{2}$ E 4 Leagues at 10 Shortened sail and Brought too. to wait for the Convoy to Join Company —

At 11 Made the *Constellations* signal for a Captain — Parted Company with the United States Ship *Trumbull* she Being Ordered to the Cape at 12 Light Breezes from the Eastward. —

Convoy In Company

Cape Francois S B E 5 Leagues —

[NDA photostat.]

To Secretary of War from President John Adams

QUINCY, 25 July, 1800.

I received last night, and read with great pleasure, your letter of the 16th of July. I am very much pleased with your plan for executing the existing laws for the instruction of the artillerists and engineers. I am very ready to appoint the whole number of cadets provided for by law, namely, two for each company, or sixty-four in all, as soon as proper candidates present themselves; and the whole of the four teachers and two engineers, if you are prepared to recommend suitable persons. It is my desire that you take the earliest measures for providing all the necessary books, instruments, and apparatus, authorized by law, for the use and benefit of the artillerists and engineers. I think with you that it will be prudent to begin by appointing two teachers and an engineer, and I pray you to make inquiry for proper characters, and to take measures to induce young men to enter the service as cadets, collect them together, and form a regular school, and cause the battalions to be instructed in rotation at some regular stations. You may assure the cadets, that, in future, officers will be taken from the most deserving of their members, if any should be found fit for an appointment.

I agree with the Secretary of the Navy, that it would be highly useful to the navy, that midshipmen be admitted into the school by courtesy. Yet there ought to be a school on board every frigate. Thirty persons have been taught navigation, and other sciences connected with the naval service, on board the *Boston* during her first cruise.

I wish you may easily find teachers. What think you of Captain Barron for one? Every one speaks well of Mr. Bureau de Pusy. But I have an invincible aversion to the appointment of foreigners, if it can be avoided. It mortifies the honest pride of our officers, and damps their ardor and ambition. I had rather appoint the teachers, and form the schools, and take time to consider of an engineer.

[This was the foundation of the military academy at West Point.]

[NDA. Life & Works of John Adams, Vol. IX.]

To Edward Stevens, U. S. Consul General at St. Domingo, from Captain Alexander Murray, U. S. Navy

U. S FRIGATE *Constellation*
off Cape Francois July 25. 1800

SIR I have now the Honor of advising you of my appointment to the Command of the U States Vessels of War on this station, & shall be happy to have a free communication with you to be informed how I may best deport myself in cooperation with Gen^l Toussaint for the mutual benefit of our respective Countries I have received from Cap^t Talbot all his Instructions which guided him during the period of his Command; but as you are more immediately at the fountain head of intelligence I must beg you will give me full information by every opportunity to aid my operations

I enclose you my letter to Gen^l Toussaint for your perusal which if you think proper you may convey him otherwise it is left at your option —

I shall be very happy to see you on board the *Constellation* as I find it is attended with too great a risk to venture in the Cape with Vessels of our size

I shall run down to the Mole in a short time to make some repairs to my Rudder where I hope we shall be well received

with great regard

I am

Your Most Ob^t

EDWARD STEVENS Esq^t

Consul Gen^l U. S

Cape Francois

[NDA. A. Murray's LB, 1799–1805.]

To Toussaint L'Ouverture, General Dominique Francois from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*
off Cape Francois July 25th 1800

SIR Having the honor of being appointed to the Command of the Vessels of War in the U. States service upon this station in the place of Cap^t Talbot whose time hath expired, I deem it a Duty incumbent on me to offer you my most zealous services in cooperation with you in the meritorious cause in which you are now engaged to bring about order, Peace & Harmony in the Island of Hispaniola

Time and experience hath evinced to us the importance, & necessity of a close and firm Friendship between our respective Countries, so proximate with each other, for the purpose of a mutual exchange of the different production of the Earth & it is my fervent wish that no trifling cause or occurrence, whatever may ever happen to alter our present good intentions towards each other, for my own part, as far as my Instructions & the laws of my Country will admit of, be assured Sir, that I will endeavour to render you every service in my power, & hope to convince you, that no salutary regulation that hath been adopted by my Predecessor shall be in any measure changed & when ever you can point out any object, in communication with Doctor Stephens (our worthy representative) that can render you

any service and at the same time not derogatory to my instructions you may freely command me, wishing to serve you to the extent of my abilities &

with the highest consideration

I have the Honor to be

Your Most Ob^t

Gen^l TOUSSANT

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

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

[WASHINGTON, D. C.]

Navy Department 25th July 1800

Lieut^t HILLAR

of the *Pickering* New Castle,

SIR! I have received your letter of the 21st inst^t The *Pickering* must be prepared again for sea, with the utmost dispatch. You will apply to M^{ess}^r R^{iddle} & Bird, to replenish such stores as have been expended during your late cruise, and what they can not at once supply, you will send your indents for to M^r Geo: Harrison N. Agent at Phila^a to whom you will also apply for New sails.

As there have been carpenters sent from Phila^a to repair the *Delaware*, some of them may, if necessary, be instantly set about the Spars wanting for the *Pickering*, whose services at this time are of too much importance for her to be detained a single moment longer than absolutely necessary to refit her — Mess^{rs} R & B & M^r H will be instructed to give you every dispatch in their power. Let me know as soon as may be, the shortest time it will require to refit you, that no detention may happen, in consequence of what depends upon me.

You must not on any pretext be detained more than 4 or 5 days after you receive this — your presence is too essential in the W. I. —

I have the honor &^c

[NDA. OSW, Vol. 4, 1800-1801.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 25th July 1800

GEORGE HARRISON Esq^r

I am just informed of the arrival of the Brig *Pickering* at New Castle — Having carried some of her sails and spars in her late short cruise, they must be immediately replaced. The Sails I presume can only be procured at Phil^a be pleased therefore to have them put in hand the moment you receive a requisition to that effect from L^t Hillar, who is also instructed to apply to you for such articles of stores as are to be replenished, and cannot be had at once at N. Castle —

To expedite the replacing of the spars — I have directed if necessary that some of the Carpenters at work on the *Delaware* be set about them, and if more Carpenters can work to advantage, send more down. The services of these vessels are too important at this crisis,

to be detained in port a single moment unnecessarily, and the *Pickering* being fully manned requires the most prompt attention — Besides these vessels I pray your attention to give dispatch to the refitting the *Scammel*, L^t Fernald has been directed to call on you for any thing except provisions —

The *Chesapeake* I hope may be supplied with all her wants at New Castle — If however any thing should be requisite from Philadelphia, be pleased to take orders for its immediate supply —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To John W. Hackett, attorney for William Hackett, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 25th July 1800 —

JOHN W. HACKETT

By a letter dated the 22^d Inst. your Brother William Hackett informed me, that he had appointed you his attorney, and requested me to write to you on the subject of his claim for prize money. It appears that he served on board the *Montezuma* six months, and was afterwards turned over to the *Constellation*, on board of which vessel he served the remainder of his time; it also appears that your Brother [claims?] for the time he was on board the *Montezuma*, and also his pay & prize money for the time he was on board the *Constellation*. If any prize money is due him, it must be from the *Montezuma*, at the time your Brother was in service Mess^{rs} Miller and Murray of Phil^a were prize Agents for the *Montezuma*, to them I refer you for any information on the subject of your Brother's claim for Prize Money. I enclose you his Ticket.

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

[25 July 1800]

Extract from a letter from M. C. Watt, supercargo of the schooner *Messenger*, to his owners in Philadelphia, concerning capture by a French barge, and recapture from the barge by the officers and crew of the *Messenger*

KINGSTON, [JAMAICA.]

August 10. [1800]

"GENTLEMEN,

"This serves to inform you, that on the 25th ult. at 10 A. M. one league S. of Cape N. Mole, we were captured by a French barge; the mate and two of the seamen taken out, with great part of the cargo, and a quantity of specie, and a prize master, with four men put on board the schooner, and ordered for Baracoa. On the 27th, 7 leagues distant from the destination, we with great trouble, after having secured part below, and wounded those on deck retook the vessel.

"Capt. H. in the scuffle received a wound in the hand. To get rid of a troublesome bargain, we obliged those below to make their

departure in the boat under the stern, into which they lowered themselves from the cabin windows. Same day was chased by another barge, but fortunately arrived safe at this port.

"American vessels are precluded from taking any produce off the island, excepting rum and molasses — and several seizures have occurred in consequence of sugar making a part of their cargo."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 8 September 1800.]

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

Moderate Breezes and hazy Weather Laying too off Cape Francois —

At 3 filled and parted Company the United States ship *Constellation* Captain Murray who is Appointed to the Command of this Station Took under our Convoy 12 American Vessels bound to the United States

At 6 Took Our Departure from Cape Francois Bearing South 13 Degrees East Distance 45 Miles The Middle of Tortuda South 45 west 27 Miles — we hauld our wind In Order to Enter the Cacois Passage —

In the Morning — we Continued under easy Sail —

At 2 AM Brought to Judging ourselves 12 Miles to the Southward of the south shoal —

We continued the hand lead till Daylight and Sounded with the Deep sea Lead Occasionally no Bottom

Made and Shortened Sail as necessary for the Convoy to keep Company

At 12 We suppose the little Cacois to bear NE B E 20 Miles

Latitude Observed 21° 11' North

[NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 25 July 1800

Moderate and Cloudy the first part

All Hands Employd on Ship Duty taking Plating off the Cables for Drying them fit for the Hold and Stowing them with other Loos Rigging away

at 6 P M Tackd Ship to the Northward

Middle part Moderate and pleasant

People Employ on Sundrys of Ship Duty Hauld the Sheet Cable out of the Hold it has not Received any Damage by Wet nor Heat

Very Moderate the Latter part

24 Sick many Mending

Latitude Observed. 20° 55' North

Longitude Observed. 94° 32' West

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

To Captain Stephen Decatur (Senior), U. S. Navy, or the Commanding Officer on the Guadeloupe Station, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 26 July 1800

Cap^t DECATUR [in U. S. Frigate *Philadelphia*], or the
Commanding Officer on the Guadeloupe Station

SIR! I do myself the honor to enclose, two copies of the Act relative to Salvage — and a copy of the Act, prohibiting the Slave Trade — which require your particular attention. —

Great complaints have been made by the Merchants, of their recaptured Vessels being sent to the West Indies — and of the number of Captures made by the Cruizers, in the West India Seas, & between the West Indies & the Continent.

All American Vessels which you may recapture, must if practicable be sent to the Ports in the United States, to which they belong, unless you can bargain with the Captain or owner on board, for salvage — You will be pleased to issue Instructions to this effect, to all the Vessels under your command — and I hope you have already made such a disposition of the force under your command as to silence the Complaints that are made with Respect to Captures. — From your activity, enterprize and Zeal, I fairly conclude, that you have kept every vessel, under your direction, constantly cruising — or that you have not suffered any Vessel to go into port without an absolute necessity.

This will be delivered to you by Lieut^t Stewart of the Schooner *Experiment*, who will act under your command — You may expect another Vessel to Join you shortly, under whose convoy, I will send a provision ship with Provisions for the Squadron.

I am sorry to find, that my Instructions which have been so repeatedly given, to the Commanders of Squadrons, to send the Prisoners which may be taken, to the United States when they cannot be exchanged, have been so little attended to — and that Vessels are sent home empty, while the Public are Exposed to such enormous expence for their support in the Islands — Your good sense must discern the propriety of sending them home, & I hope that no instance will occur during your command, where Vessels return without bringing Prisoners.

I have the honor to be

Sir

Y^r most ob^t S^t

[NDA. OSW Vol, 4, 1800–1801.]

[26 July 1800]

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

No. 3

UNITED STATES SHIP *Maryland*

at Sea in Latitude 30° 15 & Longitude 71° 10' [or 16']

September 20th 1800

SIR On the 17th of July having got our Water and provisions on board I put to sea, in order to make a short cruize to Windward of Cayenne, which I affected with much difficulty, the current setting with its usual Volocity to leward; However the dry season had com-

menced which favoured our getting to Windward, the weather not being so subject to sudden Squalls and calms as in the rainy season.

On the 26th of July the Devils Islands bearing S S E distance 9 leagues, I fell in with and recaptured the Portuguese Brig, *Gloria da Mar*, Mounting four carriage Guns with a crew of ten men and having a cargo of Rice Cotton and leather on board; said Brig had been captured by the private armed schooner *Cherry of Bourdeaux* [or *Cherry of Bourdeaux*] and ordered to Cayenne — at the time I recaptured her she had been 13 days in possession of the French — after the recapture of the above Vessel, I cruized in the Neighbourhood of Cayenne until the 2nd of August without any further success; By this time, the term of service of the Crew, drawing near to its conclusion, I bore away with an intention of collecting such Vessels as were at Surinam, Berbice, and Demerary, and returning home, and Arrived at the former place on the 4th of August, and on the 8th I dispatched the Barge with Lieu^t Davis and five Men for Berbice and Demerary to Acquaint the Americans of my intention of touching at both places, in order to afford them the benefit of Convoy.

I have the Honor to be

With the Utmost Respect

Sir Your Obed^t Humbl^e Servt

JN^o RODGERS

Honbl^e BENJ^o STODDERT Esqr

Secretary of the Navy

[NDA, A-8.]

To Lieutenant Charles Stewart, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Departm^t 26 July 1800

Lieutenant STEWART

of the *Exp^t* New Castle.

SIR! I wrote you so particularly on the 22 ins — that I rely you will be prepared for sea, by the day you receive this.

I have no doubt your Schooner will be injured in her Sailing, & of course, in her usefulness, by taking in so many guns — yet I will not object to your taking two, but on this express condition, that you are not detained a single Day on that account.

You may take M^t Caldwell, with the permission of Comodore Barry, if he is in the way, & if not, without it, if M^t Bailey has not Joined you.

Nothing is so injurious to the reputation of the Navy service — nothing so injurious to the character of the officers, as delay, in Port. I pray you let nothing retard your sailing two days, after the receipt of this letter. You may receive from the Frigate *U: States*, any of the Mids^o desirous of going with you, provided Comodore Barry gives his approbation, but do not be detained on this account. The moment you are ready, proceed immediately to sea, and cruise for ten days in the latitude of Bermuda, from whence if you should not in that time fall in with Enemy Vessels, in which case you will remain there as long as you find a necessity, — You will proceed to S^t Kitts, where you will place yourself under the command of Cap^t Decatur, or whatever Officer you may find commanding on the Guadaloupe Station.

The Instructions for your government, on a cruise, which you will receive from L^t Maley, being full, it is not necessary for me to add any thing on that subject, further than that all American Vessels which you may recapture, must, if practicable, be sent to the Ports in the United States to which they belong, unless you can bargain with the Cap^t or owner on board for salvage.

I enclose the Acts for the better government of the Navy — for the further suspension of Intercourse — & relative to salvage in cases of recapture, & an Act prohibiting the Slave Trade.

Wishing you great success,

I have the honor to be, Sir

Your most ob^t S^t—

[NDA, OSW, Vol. 4, 1800–1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, commanding, Saturday, 26 July 1800

first part of these 24 hours, moderate breezes & clear, made several Tacks — at 1. P. M. hoisted out the Cutter & sent her on Shore — At 2. she returned the schooner we chased proved to be the *Northern Department* the Capt. Pierret came on board — At 4. the Schooners got underway, cape Bennet bearing E. by N. dist. 6. or 7. Leagues At ½ past 4. took the Small schooner in tow for Arguin —

At 8. Arguin point bore W. N. W. dist. 5. or 6. Leagues, the *Northern Department* in C^o the Small Schooner in Tow — Sent 6. Prisoners on board the schooner in tow —

At 12. Light airs & clear weather the Schooner in Tow — At ½ past 2. A. M. Veered to the N. E. Light airs & pleasant. — At ½ past 4. bore away for Arguin at 5. Made sail — at 6. a sail in sight to the South^d At 8. the Diamon Rock bore W. N. W. dist. 2. or 3. Leagues Light airs & pleasant weather — at ½ past 11. came to anchor in Arguin in 3½ fathoms. Diamon Rock bearing S. ½ W. dist. 1. Mile. Light airs & pleasant weather —

At Meridian Moderate breezes & pleasant weather. —

[NDA, original.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 26 July 1800

Light, variable winds. Bent & set new M^d T sail. At 2 pm. sent T G yards aloft. At 3 almost calm. Orderd the [merchant] Brig *Delaware* to cast off our hawser that we might not get foul of her At 5 made Signal N^o 75 & was Answerd. At 7 Am all the fleet in sight. Brig *Exchange* far astern brot too, spoke her in trouble as nearly all his men were sick. Sent him 3 men for assistance. Doctor's mate went on board & visited them

7 sick men on board.

Lat. Observed 24. 13 S

Longitude in 55. 16 E

[LC, EPP, 1799–1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, Saturday, 26 July 1800

Pleasant weather.

At $\frac{1}{2}$ past 6. AM Squally with Lightning, William M^rMullen Landsman fell over board and was unfortunately drown'd notwithstanding every exertions being made

Lat obs^d 23.27 N.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 26 July 1800

First part fresh Breezes & Squally —

At $\frac{1}{2}$ past 1 P M retook the American Brig *Diligence* of Charleston Load'd with Lumber sent M. B. Carroll Midshipman & 8 hands on Board & order'd her for S^t Kitts —

At $\frac{1}{2}$ past 2 made Sail after a Ship to the N^d

At $\frac{1}{2}$ past 9 Beat to quarters at 10 Board'd the British Letter of Marque *Speedwell* of 18 Guns John Murray Master from Liverpool bound to Jamaica 25 Days out, at $\frac{1}{2}$ past 10 Wore Ship and made Sail to the South'd —

At Midnight Squally, at 4 A M Squally —

At $\frac{1}{2}$ past 5 Saw a S^t on the Weather Bow Set top Gal Sails —

At 9 A M Board'd the Danish Ship *Phoenix* from Copenhagen last from Maderia Coppinger Master bound to S^t Croix —

At $\frac{1}{2}$ past 9 Tack'd & made Sail to the South'd and East'd

At Meridian Deserada bore W by S $\frac{1}{4}$ S 4 Leags Dist

Lattd Obs'd 16.32 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 26 July 1800

Moderate and Cloudy the First part

at 1 P M Jeremiah Pearson A Midshipman Died

at 11 P M Light Squalls took in Light Sails

Middle part Cloudy

at 5 A M Made Sail

at 8 A M Allen Lambson Died

at 11 A M Andrew Standwood Died

Latter part Moderate and pleasant

Our Sickness is Alarming to our Crew

22 Sick and Convalescence

Latitude Observed. 21° 59' North

Longitude Observed. 93° 57' West

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

To Master Commandant David Jewett, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*
Off Cape Francois July 27. 1800

Cap^t JEWETT

SIR I have this moment rec^d your favor of the present Instant, & thank you for your information which will put a new face on our affairs in this quarter

I must now request you to have a conference with Doctor Stephens, & get him to attend you to the commanding Officer to know if it will now be necessary for you to take in the powder as formerly intended, at the same time make every enquiry (as from me) to know in what manner we can now be of service to Gen^l Toussaint

As those Vessels I understand are nearly ready for sailing it would be of great importance to have you now with me, we must not relinquish the main object of shewing our Zeal & good intentions towards Toussaint—

I wrote a few lines to Doctor Stevens & the Gen^l by a French Coaster from Port Plata two Days ago, will you make inquiry whether he rec^d it & tell him I shall be very happy to see him on board the *Constellation* when you come out which I hope will be as soon as possible & make my respects to M^r Meade, tell him I should be very glad to see him at the same time

with great regard

I am

D^r Sir

Your Most Ob^t

[NDA. A. Murray's LB, 1799–1805.]

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

CURACAO 27th Jul^y 1800

SIR I beg leave to refer you to the copies of my last Letters under date 9th & 20th Jan^y & now beg leave to advise you that I have drawn on you this day as under.

in favour S. Smith & Buchanan

D^r 3000. —

in favour Tho^s & Ed^d Rutter

3000. —

together Six thousand Dollars & both at 30 D^r Sight.

Since my last the Gov^t informed me that a plan was perfecting to take by surprise the U S Ship & Brig as they lay at Anchor — I immediately communicated the information to Captain Baker & care has been taken. —

In my letter of the 20th Ins^t I informed you that the Ship *Mary* of Baltimore loaded with Coffee from Java was brought in here by a French Cruiser — I w^d now send you the Papers respecting this business, but want of time prevents me.

The Dutchmen have resolved to hold this valuable property until they receive orders from him; & in consequence of a demand warmly urged by Isebert the French Agent, to deliver over to him the said property, but not complied with by the Government — great anxiety is felt by the Governor, & danger apprehended for the safety of the Island.

Captain Isaac Phillips [formerly in command of U. S. S. *Baltimore*] will carry this as far as *Baltimore*, it is in his power to give much information, but I have not been able to prevail on him to proceed to Phila^a — I am exceedingly sorry that any thing sh^d have occurred to deprive the U S of the abilities of this Gentleman.

It is supposed the French Frigate will be ready in about 12 Weeks — The *Scammel* is to go to W^d W^d [Windward?] in a few days — If it can be done I w^d recommend such a Ship as the *Delaware*, or a larger one to be stationed here until the Frigate is gone.

[JOHN MARSHALL.]

[SDA. French Spol., CA, Curacao, 1799–1801.]

[27 July 1800]

Statement by Ezra Bourn, late Master of the American schooner *Nancy*, captured by the French privateer *Marr*

I sailed from Norfolk on the 13th July, and on the 27th of same month was captured by the French privateer *Marr*, of 11 guns and 125 men, John Peridox, commander, who after robbing me of watch, spy-glass, greatest part of my clothes, &c. carried me into Guadaloupe, where I remained in Prison till the 31st August, on which day I was exchanged and sent down to Bassaterre, (St. Kitt's) with about 45 more, and there turned ashore without a cent in my pocket, and almost destitute of clothes. The day following I met with Capt. William Cowper, of the U. States ship *Baltimore*, whom I made acquainted with my situation; he told me he was bound home and would give me a passage; there being no American vessels in port (the fleet having sailed the day before) I gladly embraced the favorable opportunity, as I then thot it. Capt. Cowper told me he was in want of a master's mate, and asked me to attend to that duty: I then observed that my object was to get home, and would render him any service in my power, and accordingly went on board the 3d Sept. The next day we sailed for St. Bartholomews, where we took charge of a convoy and proceeded with them to lat. 22, and on the 22d ult. returned to St. Kitt's, where the *Connecticut* was lying with a Fleet bound home; in the fleet were several vessels for Norfolk; being offered a passage, I wrote to Captain Cowper for leave, but received no answer, and was denied the liberty of gowing on board the fleet to deliver a letter, or of going ashore to purchase stores for my passage, while others on board had the liberty. Five days after, we sailed for St. Bartholomews to take part of a fleet, and proceeded to St. Thomas's for the remainder. While at St. Bartholomew's a gentleman from Boston, who had a vessel there without a master or mate, and not being able to obtain them, came on board the *Baltimore* and asked me to take charge of her; I told him my situation, and requested him to apply to capt. Cowper for permission, but it was denied.

I continued to do my duty as master's mate till the 7th October, when attending to the water being passed up to fill the scuttle butt, a Mr. West, midshipman, ordered his table to be carried below by one of the boys, and it was fetched to the hatchway where we were passing the water thro. I told the boy to take the table to the after hatchway, as it would break off the hands that were passing the water. Mr. West insisted it should be carried down the main hatchway, and

I insisted it should not; whereupon Mr. West gave me some abusive language, as was generally his custom; I observed he was a boy and not worth my notice; on this he gave me a blow in the face, which I returned with a cuff on the side of the head, and shoved him out of the way. Captain Cowper being on the quarter deck, perceived the dispute, and said, "young gentlemen I will soon make the third man." I observed that Mr. West had interrupted me in my duty; but Captain Cowper, without making any enquiry into the business, ran to the gangway with the speaking trumpet and beat it in pieces over my head; he then seized me by the hair with one hand, and beat and kicked me till I could neither see nor stand, and kicked me down the main hatchway, exclaiming, "You damned infernal rascall I will put you to death." By the help of a friend I got into the ward-room, where * * * [ms mutilated]

EZRA BOURN.

OCT. 22. [1800.]

[LC, "N. Y. Commercial Adv." (N. Y.), 3 November 1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Sunday, 27 July 1800

First part of these 24 hours, Light breezes & pleasant weather, unbent the fore Top Sail & fore sail & bent others, bent the new M. sail, people employed at the rigging fited a pair of new fore Lifts — At 6. Moored with the Kedge to the North^d at 7. I returned with a Pilot for S^t Louis, which place was taken four days ago At 8. Light airs from the North^d At 10. unmoored & got underway with a Light breezes from the North^d —

At 12. Diamon Rock bore W. dist. $\frac{1}{2}$ mile

At $\frac{1}{2}$ past 3. hauled off from the shore At $\frac{1}{2}$ past 4. A. M. Made sail & stood in fort S^t Louis. At $\frac{1}{2}$ past 6. two Sails in sight to the South East, hauled on a Wind in Chase of them. At 8. S^t Louis N. N. W. dist. 3. Leag. At $\frac{1}{2}$ past 8. hoisted out the Cutter & sent her armed on board of the Schooner Veered to the N. E. Light airs inclining to Calm. At 11. Spoke her, she proved to be a Danish schooner from Curacao bound to Aux Cayes bore away for S^t Louis with the Schooner. Arguin Island bearing N. E. dist. 3. or 4. Leagues —

At Meridian came too in S^t Louis in 9 fathoms with the Small bower, the town of S^t Louis bearing N. N. W. dist. 2. Miles moderate breezes & cloudy, arrived the *Northern Department* —

[NDA, original.]

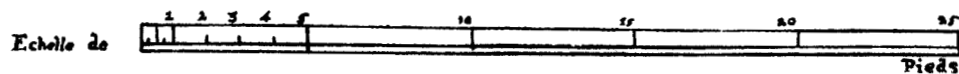
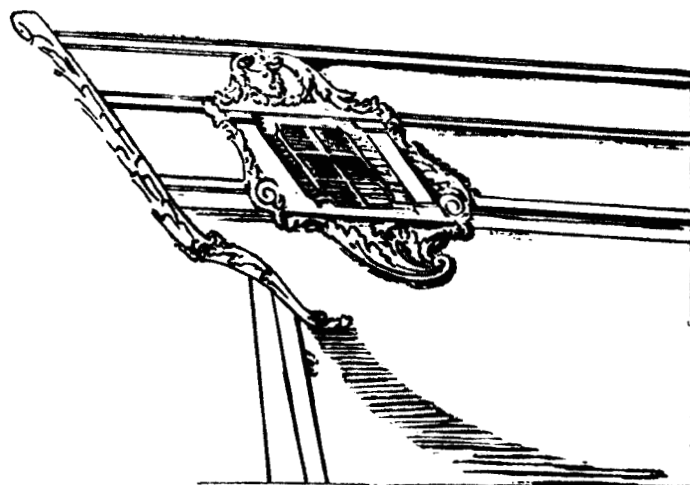
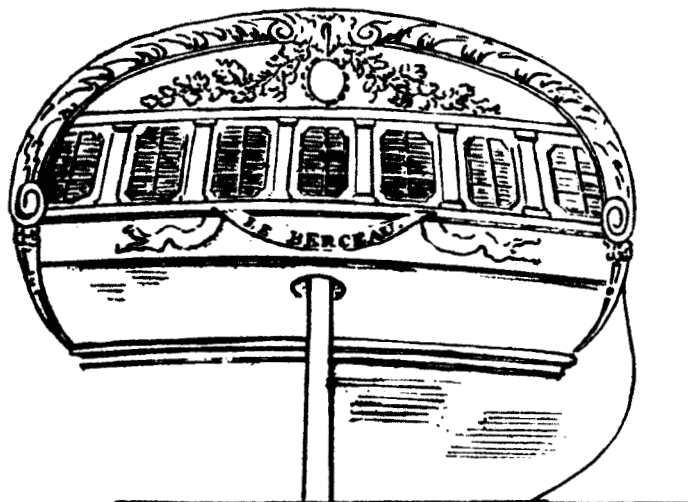
Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 27 July 1800

At $\frac{1}{2}$ past 12, sent a hawser on board Brig *Exchange* of Salem & took her in tow. At 1 made Sail & made Signal N^o 35. Set Courses & whole topsails & T. G. sails. At 6 hauld up M^a Sail & in T. G. sails At 3 Am hauld the foresail up. At 5 let fall the foresail. At 8 Am all the fleet in sight. At 10 down T G yards. 4 sick men on board Whipped at y^e Gangway Amos Wheaton & Lemuel Brayton 2 marines.

Lat. Observed 24.5 S

Longitude in 52.47 E

[LC, EPP, 1799–1800.]



*l'acriopone
substitue*

THE DESIGN OF THE CARVING ON THE STERN OF THE FRENCH FRIGATE LE BERCEAU.

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*. Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 27 July 1800

First part light Breezes and clear at $\frac{1}{2}$ past 3 Exchanged Signals with U, S, Frigate *John Adams* —

At 6 P M Deserada bore N W by W $\frac{1}{2}$ W abt 3 Leag's at $\frac{1}{2}$ past 6 furl'd Top Gal Sails and Top Sails took in the Jib and Spanker & hauld the Main Sail up —

At 2 A M Wore Ship to the North'd at $\frac{1}{2}$ past 5 made Sail Saw a Sail Suppos'd to be the *John Adams* —

At 6 Squally at 8 Deserada bore N W $\frac{1}{2}$ W 6 or 7 Leag's —

At $\frac{1}{2}$ past 9 Saw 2 Sail to the North'd, made Sail and gave Chace at $\frac{1}{2}$ past 10 Spoke his British Majesties Schooner *Gipsey* with another in Co, Tack'd Ship to the South'd & East'd

At Meridian Deserada bore N W by N 4 or 5 Leags Dist

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*. Master Commandant Timothy Newman, U. S. Navy, commanding Sunday, 27 July 1800

The first part of these 24 Hours Moderate and pleasant

at 10 P M William Johnson Died

Middle part Moderate Breezes and the Weather too pleasant for the Benefit of our Passage

at 10 A M Benjamin Hammon Died

Latter part Very Light Airs

21 Sick and Convalescens

Latitude Observed. $22^{\circ} 38'$ North

Longitude Observed. $93^{\circ} 33'$ West

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

To Commanding Officer of U. S. Marines on board U. S. Frigate *President*, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
Harbour of New York 28th July 1800

SIR Your particular duty as Lieutenant of Marines on board this ship, is to train or caused to be trained the Marines to the use of small arms, to discipline & exercise them Morning & evening, according to the orders Issued, and at such times as I may direct according to circumstances.

It is your duty to direct them on all occasions agreeable to my orders. and have a due regard to the Arms & Accoutrements, and that they be kept clean & always fit for service.

It is your duty to cause the centinals to be placed according to the regulations of the ship, and to call on the Master at Arms to aid your Sergeants & Corporals in doing this duty, The Armourer being Occasionally under your orders, you will call on him as often as may be necessary, to clean the small arms & to perform the duties annexed to his station, in conformity to the regulations aforesaid,

As it often happens that marines are sent on shore on certain Enterprises, during an expedition or cruize as well as to co,operate with the

Army on particular occasions at home, you should pay particular attention to every part of the duty of a soldier, in all situations, so as not to be out done by any other officers of your Rank, whenever it may be necessary to try your skill with theirs.

The putting the fire & lights out agreeable to the Regulations of the ship, you will be pleased to have done by the Master at Arms, & Corporals, in order that the Officer of the watch may not be compelled to leave the deck on all occasions to see this order executed.

The Marine cloathing, Arms Accoutrements &⁹ will be received by you agreeable to invoice, the Marines must always be kept clean & decent, and in case of any improper treatment being observed towards them: Make your report to me that I check the same, or do otherwise what shall appear to me proper

I have the Honor to be

Sir &c

To the Commanding Marine Officer
on board the *President*

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

[28 July 1800]

Order concerning U. S. Marines, from Captain Thomas Truxtun, U. S. Navy

SIR The Marines on board this Frigate have been directed to pull, hawl, and heave at the Capstern, in the duty assigned them under the Lieutenant of Marines, No other duty is expected from them which you will please to attend to, lest those people neglect taking care of their cloaths, and of keeping themselves cleaned. —

I have forwarded a copy of this order to the secretary of the Navy with copies of all general instructions, which I Issue & request minute attention to

The Lieutenants of Marines are always to parade & exercise the marines, when in Port at sun rising and sun setting, and to exercise them agreeable to order when all hands are called to quarters and the cannon are exercised

The Lieutenant of Marines will attend to the same rule at sea, with this difference only, that instead of sun rising and sun sett, the men will parade &c at half past 7 A M and at sun setting.

I have the honor to be &c

Sir —

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

To Captain James Sever, U. S. Navy, from Surgeon William Turner, U. S. Navy

JULY 28th 1800

SIR. The Ship is now Healthy. or at Least as Healthy as can be Expected. To continue Her so. is an Object of too Much Importance to be Passed Over without bestowing Requisite attention to those Points which will in a measure Ensure it's Duration:

Not Presuming to dictate, I only wish to offer a few Observations which I think will contribute to the Salubrity.

As all Matters whether Animal or Vegetable aided by the two promoters of Putrifaction. (Heat & Moisture). when that Process Commences. is a source of fever. violent. or mild. in proportion to the

concentration of its Noxious Exhalations. It becomes a Desideratum. to avert its Consequence by contributing due attention to the Cleanliness of the Ship and the Removal of all Matters whose Situation may Expose it to the Process of Putrifaction. It is Obvious. that a well Ventilated Ship by Depriving Matters disposed to become putrid, of their two Principle Ingredients. By Dissipating all moisture that may Collect & Rarifying the air between Decks. & Else where below the Gun Deck. Are Primary Objects in the Prevention of Disease: The Common Windsail with this Improvement answers every Purpose. Let the Lower End of the Sail be closed. and to that Point Let Hoses of a Sufficient Size to admit a Large Volume of air, be attached and conducted to different parts of the Birth Deck with appertures. at different Places of the Hose. to Evacuate the air. — Let the Holds Spirit Room &^r be Exposed Regularly once or twice a week — as the Pump wells in Most Ships. are well suited for the Generation of Mephitic air they should be attended to. Let the Birth Deck. be cleared of Lumber & Washed twice or three times a week. if the weather will Permit — and after each washing. to be dried with Coal fires. & ultimately sprinkled with Vinegar. — The Result of a Perseverance in such Proceedings I would ask your Opinion of

There being a considerable quantity of Sour Krout on board. I would Propose to Have it Issued to the qauntity of one Pound per Mess twice a week. & that the Crew should be in the Liberal use of Vinegar with their Provisions —

Having Offered the above upon the Means of Prevention I will now Propose with deference some Regulations that in my mind ought to be adopted in case Disease should make its appearance

A Convenient Part of the Ship should be appropriated for the Reception of the Sick. & skreened by a canvass Hanging From the Healthy Part of the Crew That careful attendents should be appointed to take care of them. Who can cook. Administer Med. & C. * * * * * Such Regulations would in my mind Prevent the Origen of disease & Contribute to facilitate its cure when Excited —

To you they are Respectfully submitted

By Y^r H^{rs} Sert.

W TURNER

To.

Cap^t SEVER

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

To James Carey, President of Insurance Company, Baltimore, Md., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 28th July 1800 —

JAMES CAREY Esq^r

Pres^t Ins. Comp^y Baltimore

I return at the request of M^r Campbell, the protest of Captain [Thomas] Burgess of the Schooner *Weymouth* [*].

I know nothing of the Agent Alyng at New Providence, who appears to have sold the schooner and her cargo — I have taken a copy of the Protest which I will send to Mess^{rs} S. Higginson & Co. Navy Agents at Boston, where I expect the Frigate *Boston* Cap^t Little, has by this time arrived — and will request these Gentlemen to obtain

for the Insurance Company all the information, and the justice in their power. It may be useful, if you will communicate to these Gentlemen the probable value of the schooner & cargo — and authorize them to settle with Captain Little, who it is to be presumed has rec^d the Amount of the Sales —

I am &C

B. S —

[*Captured on 18 November 1799 by French Privateer *Hope*, and recaptured on 1 December 1799 by U. S. S. *General Greene* and *Boston*.]

[NDA. GLB, Vol. 3, 1799–1800.]

To Attwater & Townsend, New Haven, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 28th July 1800 —

Mess^{rs} ATTWATER & TOWNSEND

Newhaven Connec^t

I am hon^d with yours of the 23^d Inst.

I have not yet heard from M^r Clarkson in answer to my letter to him, on the subject of the salvage, upon the *Anna* & Cargo; but as soon as I do, I will take such steps, as may then be necessary for having the sums due the Owners of the Vessel and Cargo, refunded them. It is probable, they may be repaid in two months, but this cannot be calculated to a certainty —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Monday, 28 July 1800

first part of these 24 hours moderate breezes & clear — At 3. P. M. I went on shore — At 4. Moderate breezes from the Land with Thunder & Lightnings and rain — At 5. I returned. At 6. got under-way for Aux cayes in C^o with General Toussaints Schooner's *General Dessalines* — a moderate breeze from the Land —

At 7. came too in 11 fathoms, with the Small bower & a Spring on it, the *General Dessaline* in C^o the Town of Aux cayes bearing West dist. 2. Miles —

At ½ past 8. man'd & arm'd the boats sent them under command of Lieut^t Sam. Evans to cut out 2. Brigs Laying there triced up the Boarding nettings —

At Midnight moderate breezes & cloudy — At ½ past 4. A. M. Saw several sails in the offing got underway & stood for the Brigs — At ½ past 6. spoke one of them. who inform'd us that She & the other were cut out by the Brig *Augusta's* & Gen^l *Dessalines's* boats At 8. I went on board of them —

At 10. received on board from one of them 2. officers & 12 men french Soldiers, at the same time took the Brig in tow —

At Meridian cast her off & sent her into S^t Louis, tacked & stood for the other Brig the town of S^t Louis bearing N. N. E. dist. 3. or 4. Miles Moderate & cloudy.

[NDA, original.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Monday, 28 July 1800

Light airs from the Southward —

At 2 Calm Tried the Current with the small Cutter Observed it to sett to the NE but not strong enough to form any Judgment by the Log

At 6 a small breeze sprung up from the Eastward Took our Departure from the East end of Mayagana bearing W B N 16 Miles —

At 12 Moderate and Clear weather — Convoy in Company —

At day light Kept away N B W —

Employed white Washing between Decks and stowing the bowers unbent the two bower Cables

At 12 Moderate breezes from the East^d Convoy in Company

Latitude Observed 23° 16' North.

[NDA photostat.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 28 July 1800

First part Moderate & Clear all Sail Set upon a Wind, Saw the *John Adams* standing down for us at ½ past 5 Spoke the [John] Adams Captⁿ Cross Visited the Commodore, at 6 Marigalante bore ——— and Deserada N W by N ½ N.

At ½ past 7 made Sail and Tack'd Ship to the North'd —

At Midnight fresh Breezes & clear Weather —

At 1 A M Squally, at 3 Wore Ship to the South'd & East'd at 5 Squally at ½ past 5 Wore Ship to the North'd & East'd —

At 6 Saw a Sail to the South'd —

At 8 A M Tack'd Ship to the South'd & Set top Gal S¹

At ½ past 9 Discovered the fore top Mast Sprung near the Cap. Wore Ship to the N'd & Eastd. all hands Employ'd reefing D^r and fletting the rigging

At 11 reef'd & fi[d]ded the Top Mast Set the rigging up

At Meridian Deserada bore W N W 9 Leag's dist

Latt'd Obs'd 16.15 N

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 28 July 1800

the first part Moderate and pleasant

at 7 P M took in Light Stay Sails

at 12 Midnight John Beam A Marine Died

Middle part Calm

at 5 A M Set the Light Stay Sails

at 7 A M Eli Coats A Marine Died

at 9½ A M Isaac Phelps Died

the Latter part Very Moderate Weather

21 Sick and Convalescens

Latitude Observed. 22° 59' North

Longitude Observed. 93° 16' West

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

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

STRAWBERRY HILL July 29: 1800

D^r SIR When your letter got here I was at long branch and did not receive it for several days after date but as soon as I got home I went to Phil^a in order to have ordered the *Delaware* down to your assistance but to my very agreeable surprise I heard you had got up to New Castle I am sorry to hear you are indisposed but I hope a few days will make great alteration as you have got into a safe harbor I should be glad to see you at Strawberry Hill to spend a few days with me you shall be well nursed and if you think it will be of assistance to your pain we will cover you with Ice

BENJⁿ STODDARD
Sec^y of the Navy

Georges town

The Hon^{ble}
Cap^t SAM^l BARRON
[NYHS, NHS.]

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

DEPARTMENT OF STATE
Washington July 29th 1800

RICHARD O'BRIEN Esq^r

SIR, The *George Washington* sails immediately for Algiers with a cargo according to the invoice and bill of lading inclosed. The cargo I hope will reach you in good order and in time for the purposes of our government.

The *Sophia* Capt Smith has arrived and has brought letters from yourself and from Consul Eaton. Another vessel for the Mediterranean will I hope sail in a short time with such further articles as may be necessary.

I find it difficult from the papers in this department to ascertain the precise state of our accounts with the Barbary powers. I shall be much obliged to you and to Consuls Eaton & Cathcart to make out a perfect and complete statement if you have it in your power to do so, showing the claims of the different regencies and the produce and application of every cargo which has arrived, and exhibiting also with precision the present state of their demands.

It is very much to be wished that a sum in specie could be fixed on for the annuities instead of the specific articles now called for. It would simplify the accounts and greatly ease the United States. The sum of thirty thousand dollars which you mention, would certainly be more desirable than the present annuity to Algiers. It is very much the wish of our government to preserve its peace with the Mediterranean powers and to perform all its engagements but the burthen-some caprices of the Barbary Sovereigns cannot always be submitted to. It will very much tend to secure the preservation of peace and the punctuality of the payment to commute the annuity to a sum in specie.

I will mention to the President who is now in Massachusetts the proposition for sending to Algiers a man to make powder.

I am Sir, &c &c.

J. MARSHALL.

[29 July 1800]

Extract from a letter to Secretary of the Navy from Lieutenant John Mulloony,
U. S. Navy

(OFFICIAL)

[U. S. S.] *Ganges*, July 30th 1800.

"SIR,

"I wrote you on the 22d inst. wherein I mentioned having a French cruiser confined in the harbor of Mantanzas; he came out on the morning of the 27th inst. At 3 P. M. he was descried from the mast head, when I gave chase to him; at seven in the evening of the same day I was about half a mile from him, I fired some shot (not intending to effect) he still endeavoured to escape, I was under the necessity of firing into him, which did some damage to the vessel and wounded three men after which he hauled his wind and run ashore, where all the crew left her. I have the schooner with me, her name is the *La Fortune*, of six 6 pounders, and seventy men. I am happy to think the coast is clear once again, I know of no privateer here at present; this fellow was going off Cape Antonio. I hope to serve every one like him in the same manner.

N. B. The prize had no damage done her while on shore"

[LC, "Connecticut Journal" (New Haven, Conn.), 3 September 1800.]

[29 July 1800]

To Jechonias Wood, Woodstown, New Jersey, from Midshipman John Wood,
U. S. Navy

(Copy)

[U. S. S.] *Ganges*, off MATANZAS,
August 9th, 1800.

MR. JECHONIAS WOOD,
Woodstown, Salem County, New Jersey.

DEAR PARENTS: On the 28th of July we were so fortunate as to fall in with the French privateer [*La Fortune*] of 10 guns that we have been so long waiting for to come out of Matanzas. He ventured out in the night and went to windward. In the morning we found him chasing an American vessel. As soon as he saw us, he put about for the harbor, but we cut him out. We run him as much as two or three leagues along shore and not above six hundred yards from him, firing at him all the way. There were 180 shots fired at him and at last they could do no better than run ashore and make their escape. There were several killed and wounded.

We took the vessel into Havanna. There was likely to be some disturbance about our taking her so nigh the fort. This was about two days after we took her. Captain Mullawney gave orders to one of the 3rd Lieutenants that was on board of her to get under way and go out that night, which he did, and go on to Philadelphia. The Captain told the Governor that she was cut out. He had all the sentries at the Moro Castle put in confinement for not keeping a better lookout.

This day we spoke the ship having Captain Edmondson from Jamaica bound to Philadelphia. He informed us of a very severe action the brig *Norfolk* had with a French sloop-of-war off

Guadaloupe, The *Norfolk* beat her off. The Second Lieutenant was badly wounded.

I have nothing more to say at present. I have got myself a quadrant — — a very good one — — and I shall make myself a good navigator and not a bad seaman by the time we come in. We shall be in about the middle of November or the last of it. I expect the ship will not go out next winter.

We are all well on board, so end with my sincere respects to you all,

I am,

With respect,

Your dutiful Son

(Signed) JOHN WOOD.

[Col. Du Pont original, NDA, A, 8 copy.]

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

NEWPORT July 29th 1800

SIR We have the honor to acknowledge receipt of your favor of y^e 17th. Immediately after our last respects of y^e 22^d Ins^t we obtained a release of the Quarantine imposed on the *General Greene*, by having the sick put on board a small vessel, which we hired for that purpose to be with them under the restrictions of a Quarantine — We employed lighters to take out her Guns & some of her ballast, that she might come to the Wharf, where she is now discharging the residue and her stores; to have the necessary repairs —

We have conversed with Cap^t Perry respecting the putting a false keel to her, he and the rest of the Officers are very sanguine in their opinion of the necessity of it — Cap^t P. requires a longer main mast, and new bowsprit for her, these repairs will no doubt retard her outfitt, and be attended with considerable expence, as she must be entirely unladen & unrigged — We shall do all in our power to promote dispatch, and excite economy —

The Remittance of \$20,000 which you ordered, we have just received —

The Purser is employed in paying the Crew — should further monies be requisite, than what we have on hand, it shall be immediately furnished for you may rely the public interest under our agency has not, nor never shall suffer by any delay of remittance —

Hon^l BENJ^r STODDERT Esq^r
Secretary Navy Department

[Newport HS. Gibbs & Channing LB.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Tuesday, 29 July 1800

first part of these 24 hours moderate breezes & clear weather — At 1. P. M. a sail in sight to the South^d made sail & gave chase — At 2. fired 2. shotts & brought her too. at 3. dismissed her & Stood for S^t Louis —

At 5. came to anchor in 11. fathoms with the Small bower. the Town of S^t Louis bearing North dist. 2. Miles, the prize Brigs Laying here. Sent on Shore 2. officers & 12. Soldiers prisoners — At 8. Moored with the Kedge to the N. N. E Lost the anchor Stock

At Midnight moderate breezes & cloudy with Lightnings —

At 6. A. M. Sent the boats on board of 1. of the Brigs for Truncks belonging to Aux cayes, Received on board 32. Truncks —

At 8. Moderate breezes & pleasant weather employed over hauling the French Truncks People employed over hauling the rigging came on board W^m Witty & Th^s Wirtenby from the Prize Brig & George a Negro —

At Meridian Moderate breezes & cloudy —

[NDA, original.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, Tuesday, 29 July 1800

Gentle breezes and pleasant Weather — At 3 P M made sail in chase of a schooner to Windward at 4 Fired a Gun at her to bring her to, she hoisted french Colors and continued her course for the Harbour of Matanzas, — fired several shot at her, at $\frac{1}{2}$ past 4 she ran a shore, her people jumping overboard and escaped by swimming, manned the boats immediately and took possession, with little or no difficulty got her off — she proved to be the French Privateer *La Fortune* of 6, Six pounders & 70 Men.

[Off Harbour of Matanzas.]

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 29 July 1800

First part Moderate & pleas^t —

At 6 P M Deserada bore W $\frac{1}{2}$ S dist 9 Leag's

At 10 Squally with rain —

At Midnight Tack'd Ship to the North'd

At 4 A M Tack'd to South'd & East'd

At 5 Saw a Sail to Windwd made Sail —

At $\frac{1}{2}$ past 6 Tack'd to the North'd —

At $\frac{1}{2}$ past 10 A M gave the Chace a Gun

At 11 gave her a Second & brought her too, Squally Shortn'd Sail at $\frac{1}{2}$ past 11 Board'd the Schooner *3 Sisters* Jos^t Hooper Master 8 days from Demerara for Portsmouth the Schooner to Windw'd the *Success* of Portsmouth Sam^l Shaw Master both Sailed in Co with 11 Sail under Convoy of 2 British Armed Ships Set up Mizzen & Mizzen top Mast Rigging

Latt'd Obs'd 16.51 N.

[NDA, original.]

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

PHILADELPHIA July 30th 1800

SIR I had the Honor to receive your favor with out date but not so soon as I might have done being at Marcus Hook at the time it came to Phil^a I am perfectly satisfied with your appointment of Lieu^t Stewart I hope he will be more active when he com^d than when he is Com^d I should have wrote you long on this but waited untill I knew the amount [?] of what was to be done to the Frigate *United States* I am sorry to inform you that she has turned out much worse than we first thought her we have been obliged to take out all the upper deck beams but two or three under the round house it [is] astonishing to see the Condition she is in not a plank above the water but what is rotten and has been taken out but we have got every thing ready to plank her sides and one side all most planked up but I am of opinion she will not be out of the Carpenters hands before the first of October or thereabouts it is very distressing to me to be confined so long in port when my contry is suffering so much by captors. Since you left this I saw M^r Steel who informed me that he had allowed Cap^t Truxton his acc^t against the public for attending the *Constellation* and promised to pass my acc^t when presented I did my self the pleasure to present you with my acc^t which I hope you will order to be paid to me by the Agent I shall inform you at different times the progress of the ship and I hope to have her fited compleat in time to get to sea before the Ice sets in.

I am very much surprised when I hear that so many of our merch^t vessels is captured and our Public [Remainder of sentence obliterated]

BENJⁿ STODDART

Sec^y of the Navy

[NYHS, NHS.]

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

[WASHINGTON, D. C.]

Navy Dep^t 30 July 1800.

Cap^t THO^s TRUXTON

New York,

SIR! Complaints are so loud in consequence of the great number of Captures made by Guadaloupe Privateers, that I am most anxious for your departure from New York, & arrival on the Guadaloupe Station.

I pray you to exert more than your usual energy & get to Guadaloupe as early as possible, & there so dispose of our Vessels of war, as to prevent cruisers getting out from Guadaloupe — or if this cannot be done, prevent their Prizes getting in.

I now enclose the Law respecting Salvage — & an act respecting the Slave Trade, the object of which you will perceive is, to annihilate that Trade. on the subject of Salvage, great & just complaints are made by our Merchants — that their vessels recaptured by our Ships of war, are carried into Foreign Ports, & sold by Foreign Agents, on terms to restore little or nothing to the owners. This is an intollerable abuse — disgraceful to some of our Captains & highly injurious to the reputation of our Navy. Pray correct it in your command — suffer no vessel to be sold in the W Indies which can come to the U States, & always

direct them to be sent to the Ports from whence they sailed; but in almost every case, a compromise may be made with the owner or captain, & the vessel suffered to proceed on her voyage — at least I should suppose this might generally be done, & surely, we ought in all cases to get the proportion allowed for recapture — with the least possible inconvenience to the owner.

Mr Clarkson's accounts for maintaining French Prisoners are enormous — there have been standing orders to all the Commanders on the Guadaloupe station, to send in by every vessel of war, such prisoners as could not be exchanged — yet none have been sent in, tho Vessels are frequently returning — I beg your pointed attention to this subject.

As soon as possible, I will send more Vessels to St Kitts to Join you — There are now but eight on that station — The Schooner *Experiment* is under orders to proceed thence to Phila^a & ought to sail by the day you receive this — I will endeavor to put the means in your hands, of ending the depredations from Guadaloupe

Complaints are made, not only at the Captures, made immediately in the neighbourhood of Guadaloupe, but between the Islands and the Continent — The People have ascribed this to the inactivity of our Vessels, on that station, their frequently going into port, & remaining an unnecessary length of time — I have no doubt, from your activity and zeal, that you will soon remove every just cause of complaint of this nature, if there exists a real cause of complaint.

When any vessel is sent home, any provision that she may have on board, more than sufficient to last her till she arrives in port, should be left and distributed among the Vessels, on the Station, most requiring it.

Enclosed you will receive copy of the Instructions given to Cap^t Decatur of the 3^d April, which you will please to consider as addressed to yourself: also an open letter to Cap^t Decatur, which be pleased to seal before delivery. You will perceive the motive for writing it. —

Wishing you, your usual success, I have the honor to be &c &c

[NDA. OSW Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

N D 30 July 1800

Cap^t THO^s TRUXTUN.

New York —

SIR! The claims for your services about Guadaloupe being very urgent, I will not interrupt your preparations by troubling you on the business of Courts Martial: otherwise I should be extremely glad you could be Pres^t of a Court to be held at New York for the trial of L^t Marner & Mids^s Duer, and for the trial of Sailors confined by M^r Niell for Mutiny. It is time that the Officers should know that improper conduct will be punished by Courts Martial — but it will depend upon the Pres^{ts} of Courts, at the outset, whether such Courts are to be considered as Tribunals for screening or punishing the guilty.

In the present instance, I have thought it best, all circumstances considered, to direct Cap^t Dale to repair to New York and to act as President of a Court for the trial of these persons — and I have there-

fore, instead of returning the Charges to you, enclosed them to Cap^t Dale.

Tomorrow I will send to you all the Instructions necessary for your cruise — and I have no doubt you will get to Sea as soon as possible. The Merchants every where are complaining of Captures — and every where expressing anxiety that you should be in the Island — and I hear from Guadaloupe, that the knowledge of your being in the neighbourhood, will operate as an Embargo on the Privateers.

As for L^t Lewis of the Marines you know how to make officers do their duty — whether they are or are not satisfied with their Stations — It is of importance that the commanding Officer of Marines on board, should continue to the end of the cruise, for He acts as paymaster to the Marines, as well as Commander — and I see not how very great confusion in accounts can be avoided, if there should be changes of Marine Officers, during the cruise. It is like changing a Purser — which produces such deangement of accounts that they can never be settled. I wish, therefore, you would either leave Lieut Lewis — or keep him until your return to the U States.

I have the honor &c

[NDA. OSW Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 30 July 1800

Cap^t THO^s TRUXTUN
New York

SIR! I am honored with your's of the 26 ins.

It will certainly be a good arrangement, to take the men you propose, from the *Adams*, and you will be pleased to do it — It must be exactly ascertained what is respectively due them, at the time of their leaving the *Adams* — of which you may order them paid, any proportion you please, & the balance that may remain due, for their services on board the *Adams*, must be hereafter paid them, by the Purser of your ship.

I have the honor &c

[NDA. OSW Vol. 4, 1800–1801.]

To Lieutenant Thomas Calvert, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U S FRIGATE *Constellation*
Off Cape Francois July 30. 1800

THO^s CALVERT Esq^r

SIR As you seem to think it necessary that you have an examination of your Brig [*Norfolk*] to endeavour to find out her leak, I request you will proceed on the business without delay, and make application to M^r Nathan Levy our Navy Agent at the Cape for any supplies you may want

From the accounts you have brought me from Carthagena, you must be very sensible of the importance of quick dispatch & do not

do any thing at the Cape that can be done as well at Carthegena where you will probably be obliged to wait a while

I am

Your Most Ob^t

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

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

[WASHINGTON, D. C.]

Navy Dep^t 30 July 1800

Cap^t STEPHEN DECATUR,

S^t Kitts —

SIR! You will receive this by Cap^t Truxtun, who being your Senior Officer, will assume the command of our Squadron on the Guadaloupe station. You must consider this circumstance of being superceded in the command, as arising out of no distrust of your qualifications to render full Justice to the United States, in quality of the Commander of a squadron. The President is well acquainted with your zeal, bravery & enterprise — and other services will be soon found for you — mean time you will continue on your present station. —

I am &c &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Navy Department 30 July 1800

Cap^t W^m BAINBRIDGE

Phila^a

SIR! I wrote some time ago, that as soon as you were ready, you were to fall down to New Castle, and there wait Instructions from the Secretary of State.

This is merely to inform you that the Instructions are sent you this day — to the care of Mess^{rs} Riddle & Bird New Castle.

I have the honor to be &c

[NDA. OSW, Vol. 4, 1800-1801.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 30 July 1800

Master Comm^t J: A: SPOTTSWOOD,

SIR! The health of Cap^t Baker of the *Delaware* requiring his absence, you will proceed to New Castle, and take the command of that ship.

Having just returned from a long cruise, the men are now discharging and paying off — the ship may require some trifling repairs — of which Jos: Humphreys Esq^r is to be the Judge.

These repairs are to be made and a new Crew enlisted, & the ship sent again to sea, with as little delay as possible. On your arrival at New Castle, take a full view of her situation & put every thing in train for the greatest dispatch —

Mess^{rs} Riddle & Bird of N Castle will furnish Provisions — Geo Harrison Esq^r of Phila^a every other article of stores for a six months cruise — apply to these gentlemen accordingly — In two or three days, you shall receive Rec^d Instructions

Cap^t Baker will deliver over to you the Circular Instructions he has rec^d from this office — also the descriptive sheet of Private Signals.

I am &c

P S. If any of the off^{rs} of the *Delaware* wish to retire from the service, let me know immediately.

[NDA. OSW, Vol. 4, 1800–1801.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 30th July 1800 —

GEORGE HARRISON Esq^r

I am honoured with your letter of the 27th Inst. To ascertain at once what repairs are necessary for the *Delaware* and other Vessels at New Castle, and to provide for similar cases in future, I have written to M^r [Joshua] Humphreys in whose Judgment I have the fullest confidence, to take upon himself the examination of them — He is to make his report to you and to put an end to the repeated & troublesome requisitions of Officers. I have to request that you will be pleased to consider his reports as final and conclusive, and that you will take order for having such repairs & such only as he shall recommend completed. The letter [to] him is enclosed for your further information, be pleased to seal and deliver it. You have done right in respect to the wounded Sailor, It is proper that the United States should be at the expence of his maintenance until his recovery, which you will be pleased to pay.

Prisoners brought in by Public or Private ships should be delivered into the custody of the Marshall of the District where they arrived — If they are turned on those from private vessels the Public has nothing to do with them; those you mention I presume were of this description —

You may pay the store rent mentioned in your letter of the 20th Ult^o on the Acc^t of Captain Gill; and the claim of the health Office for the maintenance of sick Seamen on his producing to you satisfactory testimony that they belonged to the *Ganges*, & were in a situation to require such expences.

The Muskets & Pistols mentioned in your letter of the 16th Inst — can only be paid for on the account being adjusted at the Acct^{ts} Office.

A remittance of 10,000\$ is this day ordered —

I am &C

B S —

[NDA. GLB, Vol. 3, 1799–1800.]

[Enclosure]

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

[WASHINGTON, D. C.]
Navy Dep^t — 2^d Aug^t 1800

JOSHUA HUMPHREYS Esq^r

Immediately on the receipt of this I request you will be pleased to proceed to New Castle, and examine into the situation of the *Delaware*, *Scammel* and such other vessels of the United States as may be at that place in want of repairs, and after ascertaining with precision such & such only as may be necessary to fit them for another cruise, report the same to George Harrison Esq^r who will give the proper orders for having them completed; and in future be pleased to take similar steps in respect to every public vessel which may arrive in the Delaware.

In doing this I request you will pay no attention to the opinions of Officers who may perhaps not understand what is or what is not necessary, but exercise your own judgment, on which I have the fullest confidence, and make your reports accordingly, which are to be considered as final and conclusive, and such repairs only as you recommend are to be completed. I beg you to consider that every thing like alteration is to be cautiously avoided. That when a vessel is in condition to sustain a cruise of eight or nine months, she is fit for sea — And that with respect to repairs now going on at New Castle on any of the vessels there you will at once give the proper orders to the workmen, without losing time, which would result from your making first your report to M^r Harrison. I have ordered you a remittance of \$5000 —

That M^r Harrison may be acquainted with the directions herein given you. I enclose this under cover to him.

I am & C

B — S —

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

To Edward Stevens, U. S. Consul General at St. Domingo, from Captain Alexander Murray, U. S. Navy

U S FRIGATE *CONSTELLATION*
Off Cape Francois July 30th 1800

EDWARD STEVENS Esq^r

SIR I am under the greatest apprehension about my Rudder, & feel a great degree of anxiety to have a communication with you about that, as well as other matters of public concern,

I was flattered with the hope of seeing you out with the *Tumbrell* [Trumbull] ere this, but if her repairs require still longer detention, perhaps you might find it convenient to pay us a visit in my boat which I now send on shore

The *Norfolk* it seems wants some repairs, I have therefore ordered L^t Calvert in with her, to see what can be done to her, but I want her out without delay to send her down to Carthagina as Convoy for some valuable vessels we have there, as I find the French pirates have

found their way in that direction to a great degree of annoyance both of our Trade, as well as the British

with great respect

I have the Honor to be

Your Most Ob^t

[NDA. A. Murray's LB, 1799–1805.]

To Elijah, Jason and John Williams, Providence, R. I., owners of *Jolly Robin*, from
Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 30th July 1800 —

Mess^{rs} ELIJAH & JASON WILLIAMS
& JOHN WILLIAMS
Providence

I am honoured with your letter of the 21st Inst. No doubt you are entitled to receive back from the Officers and Crew of the *Baltimore* all that has been paid for Salvage on your Schooner *Jolly Robin* beyond one eighth part of the value of the Vessel and Cargo. The next consideration is how shall this be effected with the least expence, trouble and delay to the owners — I shall immediately write to D. M. Clarkson Esq^t instructing him to pay no more than one eighth part of the value of the Vessel and Cargo to the Captain & Crew of the *Baltimore*, and apply the residue to the purposes of the Navy. But lest he should have already paid the whole money received to the Captain & Crew. I shall also write to W^m Pennock Esq^t Navy Agent at Norfolk, instructing him if any Prize money belonging to that ship should be in his power, to have it retained, that the sum due you may be returned —

The moment I receive information from M^r Clarkson that he has received my instructions in time to stop the money in his hands, I will advise you of it & pay the Am^t to your order. But if I receive no such information, the money must be got thro' M^r Pennock from the Prize Agent of the Ship. In one way or other I have no doubt that this business must be understood and settled so that you may be paid at the latest in the course of a few months. If it was an affair in which the United States had an interest you should be paid sooner.

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON, D. C.]

Navy Dept. 30th July 1800.

DAVID M. CLARKSON

Since my letter to you of the 29th Ult^o respecting the salvage of the Brig *Anna*, I have received information that one half the value of the Schooner *Jolly Robin* & Cargo has been retained by you as Agent for the Captain & Crew of the *Baltimore* as salvage, contrary to the act of Congress of the 3^d March 1800 — which expressly limits it to

one eighth of the Value of the Vessel and Cargo recaptured. If you have not paid to the recaptors in this case, the amount received on their account, I have to request that you will only pay them one eighth of the Value, as the act directs, & apply the residue to Naval Purposes, advising me thereof, as early as may be —

I am &c —

B S —

The owners of this Vessel inform me, that you knew of the act of March 1800 but this must be a mistake, or surely you would have been governed by it —

[Ct. of Cl. French Spol. Case No. 2200 and NDA, GLB.]

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

[WASHINGTON, D. C.]

Navy Dep^t 30 July 1800

RICHARD DALE Esq^r
Phila^a

SIR: It being necessary that a Court Martial should be held to try Lieut^t Marner & Mids^a Duer, both of the Frigate *Adams*, upon certain charges exhibited against them respectively — and also to try the men charged with mutiny on board the *Portsmouth*, now in confinement at New York — I have the honor to request that you will be pleased to proceed to New York, & summon such of the Officers as can be most conveniently spared & appoint a Judge Advocate, to form a court Martial, to consist of not less than 5 nor more than 13 members, as the 23rd art of the “act for the better government of the Navy” directs. The Charges

No 1 — against L^t Marner

2 against Mids^a Duer

3 against the Mutineers on board the *Portsmouth*,

are all enclosed — I also enclose two copies of the Act for the government of the Navy.

It is probablesome of the Officers, from the *U States*, can be spared — You must carry at least two Officers with you from Phila^a — and it would be better to take three, of which Gerald Byrne, L^t now in Phila^a, can make one.

If the Court can sit on board of the *Adams*, without interrupting the business of her reequiment, it will be better: otherwise, it can be held at any other place, the most convenient.

I need not observe, to an officer of your Understanding, the necessity of having the business of a Court Martial, conducted with all possible solemnity — It is time that the officers should know that improper conduct will be punished by Courts Martial, but it will depend upon the President's of Courts, at the outset, whether such Courts are to be considered as Tribunals for screening or punishing the guilty.

You will be pleased to return all the charges, with the Proceedings & the decision of the Court in these several cases, to me.

I have the honor to be &c

[NDA. OSW Vol. 4, 1800-1801.

Extract from a letter from Captain Henry Geddes, U. S. Navy, commanding the U. S. Sloop *Palapso*

at sea, JULY 30, 1800.

"While at St. Thomas's, I learnt that an expedition was gone from that island against Curracoa, consisting of 8 or 10 vessels, and from 700 to 1000 troops. The reason assigned is, the Dutch not making advances for the repair of the *Vengeance*. It is generally believed, and from the intercourse between the two islands they must have the most correct information. I fear should they succeed, there would be a deal of American property lost."

[LC, "The Mass. Mercury" (Boston, Mass.), 26 August 1800.]

[30 July 1800]

Account of the American Merchant Ship *Ann and Hope*, Captain C. Bently, falling in with a French privateer of 18 guns

PROVIDENCE, Aug. 16 [1800]

Yesterday the ship *Ann and Hope*, Capt. Bently, of this port, arrived below, in 5 months and 3 days from Canton, with a very rich cargo.

On the 30th ult. in lat. 30, long. 61, she fell in with a French privateer schooner of 18 guns, and full of men. Early next morning Monsieur came up, and engaged the ship three quarters of an hour, but not liking the reception he met, hauled off to windward. The ship lay by an hour, expecting to renew the action, but the Frenchman declined, and made off. — The *Ann and Hope* mounts 12 nine pounders; her rigging was somewhat cut, but she received no material damage. A ship was in company with the privateer, supposed to be a prize.

[See entry of log 31 July 1800.]

[LC, "The Mass. Mercury" (Boston, Mass.), 19 August 1800.]

Extract from log book of Merchant Ship *Ann & Hope*, C. Bently commanding, Wednesday, 30 July 1800

The first and middle part light adverse winds and hot sultry weather. Ship with all sail abroad. Employed on sundrys ships duty. At 3^h 39', 43" PM by mean of 11 sights ⊕ & ☉ the Long was 57°.14'. 15" W.

At 5 AM descried 2 sail under our lee bow. Soon after another to the Eastward. Latter a Brigatine standing S^q Schooner and ship under our lee. At 7 the schooner spoke the ship and afterwards stood N^d. The ship bore away W^d and by 11 PM was out of sight. At noon we could see the Schooner off the Poop deck apparently in chase of us.

* * * * * Bermudas N 56°. ½ W dis^t 265 miles

Latitude observed 30.9 N

Longitude acct 58.0 W

[See log entry of 31 July 1800.]

[John Carter Brown Lib.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Wednesday, 30 July 1800

First part of these 24 hours moderate breezes & clear weather — At 1. P. M. the Pilot left us, people employed at the rigging. At 4. Moderate breezes & cloudy with thunder — At Midnight moderate & clear weather — at $\frac{1}{2}$ past 4. A. M. hove up & proceeded towards Aux cayes, the place being give up this Morning. At 6. a sail in sight to the S. E. at 8. Moderate breezes & clear, running down for Aux Cayes — At 11. came too in 8. fathoms, At $\frac{1}{2}$ past 11. a Pilot came on board hove up & went in side of the reef, came too in 3. fathoms & fired a salute, the town of Aux cayes $\frac{1}{4}$ mile distance moored with Kedge anchor to the N. W. at Meridian moderate & pleasant came on board Jos: Sparrow, John North, Alex: Dickey, John Clawson & Daniel M^cClardy. — Winds N. N. E. & E. S. E. —

[NDA, original.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 30 July 1800

Moderate breezes and Cloudy — At 1/2 past 1 saw two strange sail to windward of the Convoy which Appeared under all Sail — Shortened sail and made the Signal for the Convoy to Close —

At 6 Cleard ship for Action and filled the Main Topsail

At 1/2 past 6 An Officer from his Britannic Majesty's *Andromache* Waited on Captain Talbot — At 7 bore up made sail parted with the *Andromache* and made the Signal for the Convoy to make Sail —

At 12 Midnight Moderate breezes and cloudy Convoy in Company — Three of which we have in Tow a Brig and two Schooners —

At 8 Moderate breezes and rain Made and Shortn'd sail as Necessary for the Convoy to Come up and keep in Company

At 10 Clear Weather Loosed the Small sails to dry

At 12 Moderate and Cloudy convoy in Company

Latitude Observed 26°16' North

[NDA photostat]

Extract from journal of Lieutenant John Mullanby, U. S. Navy, commanding U. S. Ship *Ganges*, Wednesday, 30 July 1800

Clear and Pleasant Weather — —

At 4 P M. M^r Love 3^d Lieut^t went on board the Prize to take command, with Mess^{rs} Elbert and Clark Midshipmen and Seven Foremast hands.

[NA.]

[31 July 1800]

To Boatswain James Connell, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

SIR All such Articles as have been put under your charge, or may be put under your charge, such as rigging, Anchors, cables, blocks, and other Boatswains stores, you will be particularly attentive to & keep in repair & receive such orders from the sea lieutenants & master as may be communicated to you by them in Person or through a subordinate officer by their order, for such directions as I do not give in writing

or in person, are to be given by one of those Gentlemen by my order from time to time.

It [is] your duty under such orders as may be Issued, to direct whatever relates to the Rigging, to observe that the masts are properly supported by their shrouds, Stays & Backstays, so that each may sustain a proportional effort, when the masts are strained by the violence of the wind, or the agitation of the ship. You are to take care that the Blocks, and running ropes are properly placed, so as to answer the purpose intended, & you are also to take care that the sails are properly fitted, kept in repair, handsomely & securely bent, well furled and reefed when orders are issued for the latter purpose

It is your duty to summon the crew to assist in the necessary business of the ship & to relieve the watch when it expires, to examine the conditions of the masts sails & rigging, remove what is unfit for service, and supply what is deficient and to perform this duty with as little noise as possible. Your Mates are to assist you in all the functions of your office, they are to be vigilant in turning up the watch, or all hands as occasion may require, they as well as your self are to carry, and wind a call, compel a manly exertion in the crew on all occasions, & to punish (where orders may be given) when it may be deemed necessary. You will keep a regular A/c of all Articles received, and expended attend minutely to the Rules and regulations issued by the President of the united States, through the department of the Navy, and with those of your crew, have every article in your Department kept in good order, and at hand, and to direct your Yoeman not to suffer any of the Stores, or apparatus under your charge, to be left lying about the decks, or otherwise kept out of place, but to keep an account of all stores received and expended

I am Sir &c &c

M^r Ja^s CONNELL

Ship *President*

New York July 31st 1800

[HS of Pa. NDA. Truxtun's LB, 1800–1.]

[31 July 1800]

To Master John King, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

SIR As you have been appointed master of the United states ship *President* under my command, you will please to consider the following as the general duty assigned to you in your station.

The keeping of the ship in order, & having a watchful eye that no part of the rigging, Sails, materials, or other furniture be abused remain unimpaired, with a due attention to the Navigation of the ship under my particular orders, & to the keeping an account of all articles received and expended in every department, as also to see that the stores of every description are preserved, and that none are wasted, to have the Log & Log book regularly & correctly kept, by noting all occurrences & making proper remarks at all times, to attend to the ships movements in every situation at Sea, or in port, to keep the hawse clear when at anchor, preserve the cables, & have constantly the tiers clear and kept clean, Proper Mathematical instruments & books for your own use for the purpose of Navigating under my orders, must be provided by you, charts are furnished by Government.

It is your particular duty to attend the stowage of the hold, for which and other purposes in the line of your station, you have the Master's Mates, & quarter Masters to aid & be subsequent to your orders.

You are to examine all provisions & report the state of such as may be injured, or unfit for use, to cause Justice to be done in the issue of every article, as well to the united states as the ships Crew. At the end of each expedition, or whence the ship is laid up, you are to deposit with the secretary of the Navy a copy of the Log book, as well as of your Journal.

I shall only add that there will be expected a proper attention to all those points of duty, so essential to the welfare of the ship & her stores; & that the same be minutely attended to. The printed & other orders will be a further guide

I am &c

M^r JOHN KING

U S Ship *President*

New York July 31st 1800

[HS of Pa. NDA photostat, Truxtun's LB, 1800-1.]

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

[WASHINGTON, D. C.]

Navy Dep^t 31 July 1800

Master Commandant WILLIAM BAINBRIDGE Esq^r
of the *G^o Washington* care of Mess^{rs} Riddle & Bird,
New Castle, Delaware,

SIR! You will receive herewith a Pass port from the Sec^y of State — a letter for Allen M^r Lane, from whom you will get a Mediterranean Pass, and a letter from the Secretary of State to Rich^d O'Brien, Consul General of the United States, at Algiers.

You will proceed with the *G^o Washington*, without delay, to Algiers — where you will deliver the cargo taken on board at Phila^a, to the order of Rich^d OBrien, the Consul General.

It may be proper for you to touch at Gibraltar, Tangiers or Cadiz — to learn whether any of the Barbary powers, are committing hostilities against the Vessels of the U: States. This is not expected to be the case, but it is possible, and by being informed, you will be guarded. Should it be the case, it will become your duty to give to American Vessels, & Citizens, all the protection in your power, on your passage to Algiers as well as on your return — but your cargo being valuable, it will be proper that you should not go much out of your way, until that is delivered. The Dey of Algiers, no doubt continues Friendly to the U States.

You should on your arrival before Algiers, send an Officer on shore with the letter to M^r OBrien, whose advice you will follow on the subject of saluting the city, and every other matter, not degrading to yourself, or the flag of the U: States. —

By our Treaty with Algiers, they are to salute our Vessels of war with 22 guns, which is to be returned with the same number of Guns. It is said to be a custom, to give them a barrel of Common Powder for every gun they fire. M^r OBrien, can inform you, on this subject. It might be well for you to receive from the *Delaware* at New Castle, 22 barrels Powder, for this purpose, in case they should be required.

If you can see Cap^t Smith of the Brig *Sophia*, he will be able to give you useful information respecting Algiers.

While you lay before that city, keep up the strictest discipline, & the most Warlike appearance to make the best impressions of our discipline & power — and try to keep up a good understanding between the Citizens and your Officers & Crew.

The danger of the Plague & other reasons, however, should induce you to get away from that place, as soon as possible — You will learn in the Mediterranean whether on your return, it is Peace or War, between America & France, & act accordingly — Your crew is too small to admit of your remaining in the Mediterranean — after passing Gibraltar, direct your course for N. York, you will arrive at a season when you can not get to Phila^a; but if the War continues with France, which you must presume, if you do not hear, from good authority, the Contrary, you may spend as much time as your Provisions will admit, in cruising about Cayenne, Curricoa & the Havanna —

Lest you should not have the General Instructions, for your conduct on a cruise — they are now enclosed — also an act respecting the Slave Trade, the object being to annihilate that Trade, & an act, respecting Salvage.

I am &^r &^r &^r

[NDA. OSW Vol. 4, 1800–1801.]

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

U S FRIGATE *Constellation*
Off Cape Francois July 31st 1800

BENJ^r STODDERT Esq^r

SIR As I find great political changes are likely to take place here, of which you will be more Officially informed by Doctor Stevens, who has wrote on the subject and with whom I have had conversation about the affairs of this Island, he having past this Day with me at Sea —

I shall now observe to you that I have thought it proper to make a new arrangement of the Vessels you have done me the honor to place under my Command, and herewith send you Copies of the Instructions given to the different Commanders — which I hope will meet with your approbation not knowing at present how to dispose of them to better advantage, till I have your further orders

As to the *Norfolk* who has just arrived here in a shattered and insecure state, from Carthage, & has brought such unfavorable accounts from thence of the Piratical work going on in that quarter (& corroborated by Letters from various respectable Masters & super-cargoes of Vessels there with property in Dollars to the amount of \$300,000) that I have determined to send her back without delay to take them under Convoy & to order L^t Calvert to call at Cape St Nicola Mole on his return, to take what Vessels may be there, & to proceed on to America with them as she must be repaired.

With regard to the *Augusta* & *Richmond* I expect I shall find it necessary to send them to Cruize off St Jago de Cuba as I do not think we shall have any occasion for them here at present —

I intend to take my station for a while off Cape St Nichola Mole in expectation of meeting with the *Vengeance* that I am told is nearly

ready for Sea, & I think will take that passage, but previously I am upon the look out for three French Merchant Vessels now ready for sailing at the Cape —

I think Sir that we have no Enemy so much to be shunned in this quarter, as the British, for they blockade all the passages, & fair, or foul, let few of our Vessels pass them, if they have Cargoes of Value, and send them for Jamaica, where the venality of the Admiralty Court gives no quarter, how long we are to bear with these agravations, I leave to wiser heads than mine to determine; but I confess I think we stand upon very critical grounds with them; but as Admiral Parker is now gone home, let us hope for a favorable change of measures —

I have opened a Correspondence with Gen^l Toussaint and hope no untoward event may take place, to mar our present preferable claim to his Patronage or good intentions towards us, but a late transaction of Cap^t Talbots I fear will lead to no good purpose, I allude to the Port Plata ship [the *Sandwich*], — which he took from her Anchors, our instructions only extend to the high Seas, but at that time [11 May 1800], that port was absolutely in the possession of the Spaniards, or waiving their possession it must have been considered as under Toussaints Jurisdiction, I may be wrong in my conjectures, but they proceed from the best motives, that of wishing to avoid all unnecessary pleas for irritation with powers at present friendly toward us —

My Rudder is getting worse every day, & fear I shall to soon be compelled to go into port to try to secure it —

Wishing to hear from you shortly

I am

with the greatest respect

Your Most Ob^t

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

To Master Commandant David Jewett, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U. S. FRIGATE *Constellation*
Off Cape Francois July 31st 1800.

Cap^t JEWETT

SIR You are herewith charged with two Packets the one for Gen^l Toussaint, who you will probably find at Aquin or Ancayes, should he have possession of the latter, & where I think he will require you to land the stores you have on board for him

You will acquaint him with your further destination to St Domingo should he deem it necessary for you to go there, & take his full direction on that head (provided you are ordered to proceed on to St. Domingo) & that the contents of the letters should be complied with you are to proceed according to their direction, otherwise, you will then make all the dispatch in your power to Cruize on the North side of Porto Rico, in such direction as your Judgement will dictate for the better protection of our Commerce & for the recapturing of Vessels from the Enemy, as it is highly probable that most of our Vessels taken by the French Privateers on our Coast, will be sent in that direction, & such as you have the good fortune to rescue from their hands — if West India Cargoes on board. I recommend your sending them down to

Doc^t Stevens demanding 1/8 Salvage if Americans, but if British, you are to govern your demand agreeably to the old Salvage law, such as were bound to America, you will of course send on their former destination

You will Cruize on that station in company with the *Herald*, who will be there, or thereabouts till your provisions are expended, & then run down here for supplys taking care to let me hear from you as often as possible

You will endeavour to deliver the letters herewith to our different Commanders on your route
wishing you every success

I am

Your Most Ob^t

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]

July 31st 1800

M^t BENJⁿ STODDERT

SIR, I beg your perusal of the enclos'd & request if you beleive the Contents, that you will desire the Officer Commanding the *Pickering*, to treat the Marines as Men & wth Humanity. — On Board the Frigates & where the Marines have their own Officer with them, they are treated better. The Duty of Marines is generally on the Quarter Deck & not in the forecastle & it is usual when a sentry, has perform'd his Tour of Duty to be satisfied with him & not to order him instantly on Command, as appears to have been done in the Case related by Serg^t Williams. — On Board the Frigate *Constitution*, a L^t of the Navy struck a serg^t of Marines the Cap^t of Marines complained to Cap^t Talbot, who heard the Cause & then Order'd the Lieu^t to ask pardon of the Serg^t & also of the Captain, saying, he would not allow his Officers to strike, or ill use the Marines. I am not uneasy when I have an Officer to take their part; for my Officers, are strictly charg'd to put up with no ill, usage from any of them. Your timely Interference may prevent Desertion, and Duelling, & will tend to introduce humanity & politeness. As our Navy is in its Infancy, we had better begin early with these qualities & let them form the Base of our future Conduct, or Disgrace must follow.

I solicit Mercy in Behalf of the Men & pray your Interference. I have the Honor to be

Y^r obed^t Ser^t

W W B

L^t C[olonel] C[ommandant]

M C —

[MCA, LS, 1800–1801.]

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

[WASHINGTON, D. C.]

Navy Department 31st July 1800

S. HIGGINSON & Co

I have the honor to enclose for your information the copy of a protest of Thomas Burgess, late Master of the Schooner *Weymouth* of Baltimore [captured 18 November 1799], recaptured by the *Boston* Frigate and ordered for Boston, but carried into New Providence and there sold by the Agent of the Captors; previous to which however, it appears there was an embezzlement of part of her cargo by Doten & Wild the Price Agents—From the information I have received from the Insurance Company of Baltimore the underwriters have not received the proportion of the Value of the Vessel and Cargo which of right belong to them — I have to request that you will be pleased to ascertain as soon as may be from Captain Little, the precise state of the business, and urge him to take the most prompt and effective steps to have justice rendered to the claimants — The reputation of the Navy in general and his own in particular will suffer by delay.

Mr Carey President of the Insurance Company [*] will probably correspond with you on this subject.

Enclosed also is information on the same subject given at this office, by Frederick Dunbar, one of the people sent in with the Prize — I am &c

B — S —

[*See letter to Mr. James Carey from Secretary of the Navy, dated 28 July 1800.]
[NDA. GLB, Vol. 3, 1799–1800.]

Extract from a letter written on board the U. S. S. *Baltimore*, concerning re-capture of the schooner *Sea Flower*, and of the activities of the U. S. Schooner *Enterprize*

ST. THOMAS, July 31, 1800

"Since I wrote last we have re-captured the schooner *Sea Flower*, of Boston, whose cargo sold in St Kitts for 20,000 dollars. The *Enterprize* has taken two more French privateers off Guadaloupe, and sent them in—the first made several attempts to board, but meeting with too warm a reception, and a 9 pound shot through the body of her Lieutenant, with another killed and seven wounded, she struck. The *Enterprize* had none killed or wounded. The second engagement was with a schooner [*Le Flambeau*, on 23 July 1800.] of 12 guns, and upwards of an hundred men; she had 37 men killed and wounded, and lost her foremast. The *Enterprize* had only one officer slightly wounded. The engagement lasted three hours.

"Report says an expedition of privateers and transports, with some troops, sailed from Guadaloupe last week, destined for Curacao, in order to plunder the town, the inhabitants having refused bills on the French government for the expenses attending the refitting of the *Vengeance*.

At Sea, AUGUST 4.

"The night before last, a French privateer came in the rear of our fleet, and captured one brig that was far astern. We have reason to believe several others have shared the same fate, as she has followed us several days past."

[LC, "Commercial Advertiser" (New York), 5 September 1800.]

Extract from log book of Merchant Ship *Ann & Hope*, Captain C. Bently, commanding, Thursday, 31 July 1800

Com^d with mod. pleas^t weather, smooth sea. Ship all canvass abroad. Schoon^r in chase of us SW b W, coming up with us fast. At 8 PM She had got nearly in our wake. We kept off and set St^d sails. During the night light var. winds and pleas^t weather. All hands to quarters all night and kept sight of the schoon^r thro. the n^t. At day light schoo^r close under our stern so near as to hear the word of command. We hailed her 3 or 4 times each of which we are confident they must have heard. We then fired one of our stern chases athwart her fore foot and put the helm to weather to bring our broad side to bear upon her. She also kept away & gave us a full broad side, which was soon returned and a smart fire ensued which continued for the space of $\frac{1}{2}$ of an hour in which time we expended 94 9 lb. cartridges to a good purpose after which the schooner hauled off finding too warm a reception. We hauled up our main sail and lay by one hour expecting she would renew the action but she declined and we made sail. About 9 AM after we had run the Schooners hull down she bore up for us and made sail in chase of us again. Steward & Gunners mate employed in making cartridges. At 10 AM descried 3 sail, 1 about SW the other 2 W of us. A Schooner & Ship standing S^d A Schooner standing W^d These make 7 sail seen since yesterday morning. At 10 AM our enemy gave over chase and bore away before the wind S^d Terminates with pleasant weather & adverse winds. Ship made all sail. NB The above schooner shewed 9 ports of a side I believe but 14 or not more than 16 guns more than half 3 pounders and full of men, I judge over 70. Our people were remarkably spirited in the action. It is my real opinion that the Privateer has gone for port leaky or badly wounded. She seemed to have but little sail on her foremast.

Latitude observed 30.1 N.

Longitude acct 60.20 W

[John Carter Brown Lib.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 31 July 1800

Strong gales & clear. At 4 close reef'd foretopsail & hauld up F sail took in reefs &c. Made signal N^o 72 at 12 oClock 13 sail in sight. At 4 am Brig *Lapwing* informd us there was a French Ship in the fleet, hove too & made Signal for the fleet to do the same. At 6 made Signal N^o 73 & obs^d the *Dominick Terry* to make Signal of Distress. hove too & hoisted out the Cutter. Made signal 34. It appears the Ship *Dispatch* ran foul of the *Dom^t Terry* & stove his larboard bow in gave her assistance —

Lat. Observed 27.18 S

Longitude in 44.35 E

[LC, EPP, 1799–1800.]

Extract from journal of Lieutenant John Mullanby, U. S. Navy, commanding U. S. Ship *Ganges*, Thursday, 31 July 1800

Pleasant breezes & clear Weather At 5 P.M came to, Abreast. the Mora Castle At 7. the Prize schooner, anchor'd under our Stern —

[NA.]

To Conyngham & Nesbitt, Merchants, Philadelphia, from Captain Alexander Murray, U. S. Navy

U. S. FRIGATE *Constellation*
Off Cape Francois Aug^t 1. 1800

Mess^{rs} CONYNGHAM & NESBETT

SIRS The Brig *Norfolk* having Arrived here a few days previous, from Carthagena having left her Convoy safe, I have by her rec^d a letter from Cap^t Conynham, & others setting forth that they had great apprehension from the Piratical Vessels that infest that coast, I have therefore determined to dispatch her back tomorrow to Convoy all the Vessels now there, calling at Cape Nicola Mole for what vessels may be there ready on her return, & to see them safe to the coast of America

I give you this information presuming that you are interested there & to assure you of my readiness at all times to render you or any of the Merchants of Phi^a every service in my power

With great regard

I am

Your Most Ob^t

Hum: Serv^t

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

To David M. Clarkson, U. S. Agent, St. Kitts, from Secretary of State

[WASHINGTON, D. C.]
Department of State Aug^t 1st 1800

DAVID M. CLARKSON Esq^r

SIR, I am just informed that two American seamen Daniel Tripe and Benjamin Yeaton are in prison at Point Peter Guadaloupe and that the government of that place refuses to exchange them and threatens to punish them as criminals. The offense committed is said to have been the rescue of their vessel, in doing which the prize master was killed.

As the fact is completely justifiable by the laws and usages of war, it will not authorize the revenge which the government of Guadaloupe proposes to exercise on these prisoners — Nor will the Government of the United States permit such practices to remain unpunished; however, retaliation may wound the feelings of humanity, a just regard for the lives of our citizens and a sound policy will compel us to resort to it.

I must therefore request that you will endeavour to have these men exchanged, and that if it is pretended that they ought to be detained as criminals and to be punished as murderers, you remonstrate against an act alike lawless and inhuman, and make such declarations as you may believe will be productive of good, of the certainty that the American Government will retaliate.

I am Sir, &c. &c.

J. MARSHALL

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

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from Captain James McKnight, U. S. Marine Corps

U. S. FRIGATE *Philadelphia*

August 1st 1800 —

DEAR SIR Enclosed you have pay & Muster Rolls together with a cloathing return, up to the 1st instant — You will please observe that part of the detachment are entitled to a proportion of their 2^d or 3^d years cloathing, the cloathing return shews that all the cloathing deliv^d me has been distributed — Dunlaps Coats have been disposed of, but some of the men refused receiving any other articles except those allowed by the U. S. whilst others have taken two coats each — You can form no idea of the innumerable objections & complaints made to Dunlaps accounts. I am positive as many as twenty of the men declare the[y] have paid Dunlap for many things furnished by him, say shirts, shoes & linen overhauls, & they do not seem satisfied in allowing the accts. to be just. I have mentioned to them all that you were constantly disposed to obtain them justice & that both you & L^t Reynolds, would have the matter examined into, & that if cloathing has been charged twice, that it would be rectified.

There is one inconvenience attending the mens being so much in arrears, which I here state, W. Daniels & Thos. Brown (Y) were tried by a General Court Martial on a charge of stealing which was proved against them, they sentenced to receive 50 lashes Each, & pay for the articles stolen & thrown overboard by them when they feared a search. The persons who lost the Cloathing (which were valuable) wanted them replaced, the Purser has furnished the things wanted & together with all other charge of the Marines I stand debited, of course expect to be repaid previous to Dunlaps private account being settled — I have had sufficient experience to know, that many of the Men are fond of indulging themselves in complaining without cause, at the same time I conceive it my duty to report their (supposed or real greivances to you confident of your disposition to do them Justice — Thos. Brown (G) & Chas Howell have old ulcers on their legs, Our Surgeon declares there is but little prospect of curing them, they do no duty, & constant complaints are made by their mess mates of the stench arising from their sores. Jas. Craft is far gone in a decay, Serg^t Brown, E. Cooke & James Wilson are ruptured, the 3 last do duty — I would beg leave to offer it as my opinion that the three first should be discharged, together with James Powell enlisted on my returns from Fredricktown, neither punishment or kind treatment has any effect on him, I have every reason to beleive him an idiot —

Permit me to congratulate you on your promotion —

We have made two recaptures, & one capture of a French letter of Marque valued at Twenty Thousand Dolls. Your exertions in respect to prize money of the Capt^t in the Marine Corps have proved greatly to their advantage. I beg you to accept my thanks for your kind attention to our interest — I have been so unfortunate (together with all our officers) as not to have received a single letter, or any accot^s but by newspapers since quitting the U. States — We have been but 3 days in port our last Cruize was for 56 days. The frigate sails remarkable fast — Capt. Decatur requests me to make his respects to you —

Capt Shaw of the *Enterprise* has had an action with & captured a French sch^t of 10 Guns, 100 men, one Marine was killed he speaks

highly of Sergt Heaslers[?] conduct & his men — Please make my respects to Mrs & Miss Burrows & to the officers at Head Quarters

In my former letters I informed you that Sergt Thayer was in the ranks & that Thos. Burke took his station, & John Holland was made a Corporal —

The Commodore has accounts from the *Delaware Sloop of War*, he had ordered her home, but as Cap^t Baker was extremely ill and on shore, together with his 2^d lieut she could not proceed to sea, I am anxious to know if Lieu^t Wharton is amongst the sick, but I cannot hear —

JAMES McKNIGHT
Captain of Marines

W. W. BURROWS ESQR.
Colonel Commandant of the Marine Corps
City of Washington District of Columbia

Received City Washington 1st October 1800, but no pay roll enclos^d
[MCA, LR, 1800.]

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

Moderate breezes and Cloudy Weather

At 2 A squall came from the SW Shortened sail and Double Reefed the Topsails —

At 4 parted Company with the Convoy the[y] Steering more to the Northward at 5 saw the Signal of Distress in the Rear of the Convoy. Sent an Armed Schooner to their Assistance

At 8 Light airs and clear Weather — Convoy in Company

Middle part Vble winds and Squally —

At ½ past 3 a squall Appeared in the Northward

At ¾ past 3 Taken Aback Cast off[f] the three Vessels we had in Tow — At day light sent two men to one of the Convoy to Assist her into port and Carpenters to the sloop which made the Signal of Distress —

At 9 a Small breeze sprung up from the Southward — filled and made sail Took three of the Convoy in Tow Employed as Necessary —

At 12 Light airs and Cloudy & sail under Convoy —

Latitude Observed 27° 50' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 1 August 1800

Pleasant breezes — Ship laying too with her head to the So^d — At 4 the Cutter returnd from along side the *Dominick Terry* with the Carpenters who assisted from our Ship. hoisted in the Cutter made Signal N° 39 & made Sail. At 6 fired a Shot astern of the *Domin^t Terry* for the fleet & her to keep astern At 4 am. 11 sail in sight. Regulated Sail to keep company with the fleet. Sailmaker Employ'd repairing the Jibb.

Lat. Observed 28.8 S

Longitude in 42.15 E

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 1 August 1800

First part light Airs & pleas^t Weather —

At 7 P M haul'd the Main Sail up took in Main top Gal Sail and fore top Mast Steering Sail At 8 double reef't the Topsails and haul'd up to the North'd under easy Sail —

At Midnight wore Ship to the South'd & East'd At 5 A M Saw a Sail on the Lee quarter Wore Ship made Sail and gave Chace light Winds Martinico bearing West 8 Leag's —

At 10 A M Set the lower Steering Sail — At ½ past 10 Set ring tail & Water Sail

At Meridian the North point of Martinico bore S W by S the South point of Dominico W ¼ North about 6 Leags —

Lattd Obsd 15.11 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 1 August 1800

the first part Moderate Breezes and pleasant Weather

Middle part Moderate and Pleasant

at 8 A M Anthony Williams Who Deserted the Prison of War Departed this Life

Latter part Calm

15 Sick and Convalescens

Latitude Observed. 26°01' North

Longitude Observed. 89°54' West

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

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

CURACAO 2nd August 1800

SIR Having written you so frequently & knowing that my Letters have arrived I cannot at this time & under the circumstances in which we are here say more than to inform you

That on Wednesday the 23rd Ult^o an armed force arrived here from Guadaloupe consisting of 2 Brigs & 3 Schooners bringing with them about 1500 Soldiers Sailors & C^t wth together with the *Vengeances* Crew make ab^t 2000 Men

To this Moment I cannot learn that they have made any other demand than the Government to be given over to them, wth the Governor has refused, & has taken measures to repel force if that sh^d be attempted; the Burgers are under Arms Day & Night.

It is said (and it appears propable to me) that their view is to raise Money, but to what amount I do not know—they have landed the Troops on the opposite side of the Harbour to the Fort some days ago; but I do not learn that they have done any thing towards fortifying themselves; they are yet very quiet & excellent discipline is observ'd by the officers. —

Captain Pitot of the *Vengeance* (who is ready for Sea) has made inquiry of me respecting the pending negotiation between America & France (apparently from friendly motives) but having no information, I could not give him any; I wish it had been in my power to have

told him the differences had been adjusted — If as report says a Treaty is made & Peace resumed, Pray dispatch the glad tidings to me; *it is of moment.*—

Provisions & Water are uncommonly scarce. We have had no effective Rain these 22 Months past. —

I have the Honour to be

Most respectfully

Sir

Your Ob^t Serv^t

The SECRETARY OF STATE

for the S. S. of America

at Philadelphia

O. per Brig [*Polly*] David Stewart

1st Copy per Capⁿ Bell

2nd Copy per Brig *Viper*

3rd D^o per Sch^t *George*

[SDA. French Spol. CA, Curacao, 1797-1801.]

To Lieutenant Thomas Calvert, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U S. FRIGATE *Constellation*
Off Cape Francois Aug^t 2nd 1800

L^t THO^s CALVERT

SIR As soon as you receive this, I request you will proceed without delay to Carthagena for the purpose of taking all the Vessels there under your Convoy and on your return you are to call off Cape St Nicola Mole, & take what other vessels you may find there ready to avail themselves of your protection, & proceed on with them to the Coast of America, and as you have stated to me that the *Norfolk* is in a crazy, leaky state, I would advise you to run for the Chesapeak & proceed up to Baltimore, which will be more convenient to the seat of Government, & immediately on your arrival, Apply to Archibald Campbell Esq^r Naval Agent there for any assistance you may want sending a notification of your arrival to the Sec^y of the Navy, & a statement of what repairs your vessel will require

I recommend to you the utmost vigilance and sound Judgement in this route & wish you every success

with great regard

I am

Your Most Ob^t

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

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t — 2^d Aug^t 1800 —

GEORGE HARRISON Esq^r

You will be pleased to charter a Vessel immediately, to take a load of Provisions for the Navy at S^t Kitts, and to go under Convoy of the Brig *Pickering*, to sail as early as possible and to carry from 800 to 1200 bbls. The Cargo must consist of the following articles, but must be varied according to the Size of the Vessel.

500 barrels bread — of the best quality of Ship Bread —
 120 bbls beef —
 120 bbls Pork —
 20 hhds Vinegar.
 20 Tierces Rice &

8 or 10 Tons of Cordage of Various Sizes, such as Capt. Gill may think will be the most useful some match rope and Junk; and if a Foretopmast in the rough, can be taken, without detaining the vessel, you will send one for the Frigate *Philadelphia*.

You will be pleased to see Captain Gill, and know whether he has any of these articles in store or not — and such as he has not, you will purchase on as reasonable terms as practicable —

The freight may be paid in Phil^a, deducting the amount of Insurance upon it.

M^r Fitzsimons has a Vessel which has been heretofore employed in similar service. He offers her to be employed again; and if she is ready you can charter her —

You will so manage it that the Vessel will leave Phil^a in 3 or 4 days, after receipt of this.

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from Papers concerning the French Schooner *La Quinolla* captured by the U. S. S. *Baltimore*

UNITED STATES VIRGINIA DISTRICT August 2nd 1800

The United States of America

against

The French Armed Ship called the *La Quinolla* her
 Arms rigging tackle apparel and furniture and
 Cargo & all persons concerned

The Citation in this cause having been returned and executed on the 12th day of July last by the Marshal of Virginia District and no person appearing to interpose a claim for the said Ship this cause came on to be heard on the Libel exhibits filed and the testimony of two witnesses sworn and examined in Court and was argued by Counsel on behalf of the United States on consideration whereof it is decreed and ordered that the said Vessel her Arms rigging tackle apparel and furniture and Cargo be adjudged as lawful prize to the United States and it is ordered that the Marshal of this Court do proceed to make sale of the same for ready money in the port of Norfolk after giving six days public notice of the time and place in some one of the News papers published in the Town of Norfolk and that out of the proceeds of such Sale he pay to the Agent of William Cowper the Commander of the American Armed Ship the *Baltimore* which captured the said Vessel the *La Quinolla* all the expenses which have and shall be necessarily incurred by such agent in bringing the said Vessel into Port and the care of her since she was brought in and until she shall be sold and the duties on the Cargo of the said Vessel and the Costs of suit and that after payment of such expences and the incidental expences attending the Sale that the Marshal pay to the agent of the said William Cowper one half of the nett proceeds of the said Sale to be by him distributed as the

law requires and return an account how he has executed this decree to the next Court

A Copy
Teste

WILLIAM MARSHALL *Clk*

[NDA, XZ.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 2 August 1800

First part light Airs and pleas^t Weather. In Chace at 1 P M Saw a Sloop bearing S W at 2 Saw a Brig bearing S S W at 8 P M brought too and Board'd the British Letter of Marque Ship *Active* of 20 Guns Sam^l Welsby Master from Demerara Via Barbadoes bound to Liverpool—

At 9 Wore Ship to the South'd & East'd

At 3 A M Tack'd Ship to the North'd & East'd

At 6 Tack'd to the South'd Set Main top Gal Stay Sail & flying Jib

At 8 A M Tack'd Ship to the N⁴ & East'd

At $\frac{1}{2}$ past 10 Tack'd to the South'd & East'd

At Meridian Tack'd to the North'd & East'd

Latt'd Obs'd 15.15 N.

[NDA, original.]

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

the first part Calm and pleasant

at 9 P M took in the Light Stay Sail

Middle part Moderate and flying Cloudy

at 6 A M Set Light Sails

at 10 A M John Newman A Midshipman Departed this Life

Latter part Light Airs and pleasant

15 Sick and Convalescens

Latitude Observed. 25° 42' North

Longitude Observed. 89° 25' West

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

To Secretary of the Navy from President John Adams

QUINCY, 3 August, 1800.

DEAR SIR, — I know not whether the inclosed letter from Lady Catherine Duer has not excited too much tenderness in my feelings, but I cannot refrain from inclosing it to you, and recommending it to your serious consideration. If it is possible, without material injury to the discipline of the navy, to accept of the resignation of this unhappy youth, I pray you to do it. I had almost said that this letter, at first reading, excited as much of a temporary indignation against the captain, for suffering these dinners at St. Kitts, as it has of a permanent pity for an unfortunate family. Captain Little has returned without the loss of a man by sickness, and with a ship in perfect health, only by keeping always at sea.

[NDA. Life and Works of John Adams, Vol. IX.]

Extract from journal of U. S. Brig. *Augusta*, Lieutenant Archibald McKelroy, U. S. Navy, commanding, Sunday, 3 August 1800

The first part of these 24 hours Moderate Winds & Cloudy weather At 8. P. M. received on board a Coasting Pilot — At Midnight Light airs from the Shore — Latter part Moderate breezes at 5 A. M. the Harbour Pilot came on board unmoored & got underway. At 8. the Town of Aux Cayes bore W. N. W. dist. about 3. Miles, Light airs & Variables inclining to Calms from 8. till 12. made several tacks between the Isle of Ash & hispaniola. at Meridian the town of Aux Cayes bore W. by S. dist. 10. or 11. Miles Received on board a seaman by the Name of Joseph Day —

[NDA, original.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 3 August 1800

Light airs and Vble Employed as Necessary at $\frac{1}{2}$ past 12 cast off A Portsmouth Brig and a Newbury Schooner which we parted Company with at 2 Took in Tow a Sloop and Schooner

At 6 D^o Weather 6 Sail under Convoy made all sail

At 12 D^o Weather —

Middle Light airs and Vble carried all sail during the night

At 8 A M Moderate Breezes and clear weather Convoy in Company —

At 12 D^o Weather Convoy in Company

Latitude Observed 29° 20' North

[NDA photostat.]

Extract from Journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, Sunday, 3 August 1800

[Abreast of Morro Castle.] At 5 A M got underway, and proceeded to Sea.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 3 August 1800

First part of these 24 hours Moderate & fine Weather

At $\frac{1}{2}$ past 3, P, M, Board'd the Sloop *Almeria* from Newhaven bound to Martinico 28 days out Jerred Bartholomew Master loaded with live Stock &c

At 4 Tack'd Ship to the North'd —

At 6 the N E point of Dominico bore N $\frac{1}{2}$ E the South end W N W 4 Leags Dist at 7 P M Tack'd Ship to the South'd & East'd —

At 10 Tack'd to the North'd & East'd

At, 6, A, M, the East end of Mary Galante bore N W 6 Leags Set Stay Sails —

At Meridian Moderate and pleas^t Weather the N, E, end of Deserada bore S W by S about 2 Leags the S W end S W $\frac{1}{2}$ W 3 Leag's

Latt Obs'd 16.30 N.

[NDA, original.]

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

[WASHINGTON, D. C.]
Navy Dep^t — 4th Aug^t 1800.

W^m CRAFTS Esq^r

The Secretary at War will transmit to you, some papers respecting a claim of Nath Lebby for work done for the Revenue Cutter *South Carolina* while she was employed in the Navy Service —

If you and he cannot agree on the sum justly due him from the Public, I request you will submit the claim to arbitration — and pay the amount of the award —

I am &C

B — S

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

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from First Lieutenant William Cammack, U. S. Marine Corps

U. S. FRIGATE *Chesapeake*
4th August 1800

Col^o BURROWS

SIR Inclosed is a return of my Detachment on board the *Chesapeake* up to the first of August you will find in my Muster the remarks made for those men that was to be sent on Shore which I sent yesterday to Phil^s with a Size roll and Cloathing return directed to Cap^t Wharton I have now 45 Marines on board under my Command which I think enough for any of our frigates they are all healthy and well disposed towards the Service — I have not suffered any infringements on their rights nor is Cap^t Barron disposed to exact more than their duty I do not beleave that we have a beter man or Commander in our Service he is the Gentleman and officer

Y^r Ob^t Serv^t

WM CAMMACK
Lieut Marines

P. S. Your Letter dated 26th July 1800 with my Commission
rec^d

W. C.
Lt. M.

[MCA, LR, 1800.]

Extract from journal of Lieutenant John Mulloyny, U. S. Navy, commanding
U. S. Ship *Ganges*, Monday, 4 August, 1800

At 6 A M Spoke his Majestys Ship *Apollo* of 36 guns Cap^t Ellicot.

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,
Monday, 4 August 1800

The first part Moderate and pleasant
at 7 P M Ebenezer Bushnell Purser Died
Middle and Latter part Calm
People Employed on Sundry parts of Duty
Caught A Shark with 5 Turtle in his Belly
13 Sick and Convalescens

Latitude Observed. 25° 24' North
Longitude Observed. 89° 09' West

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

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 5 August 1800

First part light Airs and pleasant Weather all S¹ Set in Chace at 3 P M Board'd the Schooner *Farmer* from Snow Hill bound to Antigua 52 days out Peter Merritt Master Wore Ship to the South'd and East'd and Exercized great Guns and small Arms At 6 the Southermost point of Antigua bore W by S $\frac{1}{2}$ S 5 Leag's —

At $\frac{1}{2}$ past 1, A, M, took in top Gal Sails at $\frac{1}{2}$ past 2 Tack'd to the North'd & East'd — At 5 Saw a Sail to the West'd Set Main S¹ & Jib

At 9 Squally Shortn'd Sail and Wore Ship to the S^d and East'd Set Main Sail Jib and Spanker —

At 11 Squally took in and made Sail Occasionally

At Meridian Point Antigua, Gaudaloupe bore S W by S Tack'd to the North'd

Latt'd Obs'd 16.45 N.

[NDA, original.]

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

[U. S. Frigate] *Essex* AT SEA,
Lat. 30°59' S. Long. 37° 21' E.

August 6, 1800.

Sir: — I have the honor to acquaint you, that the U. S. Frigate *Essex* under my command arrived at the entrance of the Straits of Sunda the 5th of May. I watered ship at Mew Island, and was employed in cruising until the 15th, when I anchored at Batavia, and was received by the Governor in the most friendly and flattering manner. On the 20th of May, I sailed from Batavia on a cruise, after having refreshed my ship's company, made the necessary arrangements respecting the provisions and stores for the frigates, and appointed the 10th of June for the sailing of the Fleet from Batavia for the United States. I cruised in the entrance of the Straits for a fortnight, in which time I boarded thirteen sail of American merchant ships richly loaded, the whole of which must have been captured had a single French Privateer of 16 guns been cruising in my stead, but fortunately for our trade it had met no interruption for two or three months, and there being no French cruisers in the Straits, I returned towards Batavia, where I arrived the 8th of June, and finding every vessel bound for the United States would be ready to sail by the 17th, I prolonged the time of sailing to that day. In the meantime I received on board provisions and stores for six months and appointed Jacobus Theodorus Reynst, Esq., agent for the sale of the provisions and stores designed for the *Congress*, with directions to have them sold if she should not arrive by the 15th of July.

On the 15th of June, I delivered signals and instructions to fifteen vessels, being all that were bound to the United States, and all except three at Batavia. The 16th, I moved the *Essex* down to Onrust, and the 19th, weighed anchor and sailed with thirteen ships and brigs under convoy, the other two concluding to join me below. The 21st, a Dutch proa came alongside with the master, supercargo and part of the crew of the American Ship *Alenamak* [or *Alknomak*], of and from Baltimore, bound to Batavia. She was captured at the entrance

of the Straits, the 15th [June], by a French Corvette [*Le Confiance*] of 22 guns and 250 men, which arrived in the Straits on that day from the Isle of France. Four other privateers were to sail for the Straits after her, one of them a ship of 32 guns. I continued to proceed down the Straits, making slow progress with the wind constantly ahead. 22d, anchored the Fleet in Anjer Roads, wind directly contrary and very light breezes, the French Corvette in sight hovering about the Fleet. At 1 P. M., I gave chase to her, which continued until dark, but the lightness of the wind enabled her to make use of her sweeps to such advantage as to escape, and I returned to the Fleet again. 24th, a Dutch proa came alongside, by which I received information of the arrival in the Straits of a French ship of 32 guns and much crowded with men. The Dutchman that commanded the proa had been on board of her the day before, and I suppose she must have passed the convoy in the night, as she stood over towards the coast of Sumatra. This ship the Dutchman declared to be a frigate from France, and which had only touched at the Isle of France. At 10 A. M. the French Corvette in sight approaching the Fleet at anchor under Java shore between Anjer and Pepper Bay, very light winds, almost calm. At noon, the breeze increasing, I weighed anchor and gave chase, which I continued until 5 o'clock in the evening, at which time I had gained so much on her that nothing but its falling calm and the assistance the Frenchman received from his numerous sweeps, saved him from capture; had there been only a moderate breeze I must have taken him. For want of wind I was not able to join the Fleet again until the next morning.

I proceeded down the Straits and on the 27th, anchored with the Fleet in Mew Bay for the purpose of watering. The 30th, one of the vessels left at Batavia joined me, the master of which informed me that the other ship, the *Magnus* of Philadelphia, would not be down to join the convoy, as the Captain had anchored her at Bantam to wait for the recovery of a sick supercargo.

The 1st of July, having completed their stock of water, I proceeded to sea with fourteen sail under convoy, as per list enclosed.

It is singularly unfortunate for the American trade that the *Congress* did not arrive at Batavia, as in that case she could have convoyed the Fleet home, and I might have been left to clear the Straits of those pirates, but now they can do as they please, as they have no force opposed to them, the English Squadron having left the station. I fear every merchant ship that attempts to pass the Straits will fall a sacrifice. The necessity of a constant protection of our trade in the Straits will, I presume, be sufficiently apparent.

I am in hopes to double the Cape of Good Hope in ten days with the Fleet; at present I have them all with me. I have granted permission to the Brig *Lapwing* to separate from the convoy and proceed alone, the master of which takes charge of my dispatches. My ship's company have been remarkably healthy; you will see by the Surgeon's daily report our present state.

I enclose you a general and quarterly return, a return of commission and warrant officers, account of supplies received at the Cape of Good Hope and Batavia, receipts of stores left at Batavia to be sold for accounts of the United States, and a list of convoy.

My present intention is to put into N. Y. with the *Essex*, where I wish to meet your permission to wait on you personally at the Navy

Office, immediately on my arrival, and the same permission if I should arrive at Boston.

I have the honor to be, with great respect, Sir,
Your most obedient, humble servant,

EDWARD PREBLE, *Capt. U. S. N.*

HON. SECRETARY OF THE NAVY OF THE UNITED STATES.

[NR&L, Nr:P922-14, Essex by G. H. Preble.]

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

[WASHINGTON, D. C.]

Navy Dep^t 6 Aug 1800

L^t J: H: JONES

of the *Delaware* New Castle,

Sir! Immediately on receipt of this, you will please to assume the command of the brig *Scammel* — L^t Fernald will give you all the information in his power respecting the present state of the Brig & her wants, & having been fully instructed in my letter to him of 22nd ult^o, to prepare her for a new Cruise, you will call on him for that letter or a copy of it, which you will consider as directed to yourself & proceed accordingly. You will require of him Inventories of all the Stores on hand, belonging to the different departments, for which you are to make the proper Officers responsible — He will deliver over to you, Circular Instructions of 29 Dec 16 Jan 12 Mar &^o — his authority to capture French armed Vessels, Descriptive sheet of Private Signals &^o

I enclose you the Act of Congress for the “gov^t of the Navy” — the act for the “further suspension of Intercourse between the U States and the dependencies of France — the act providing Salvage in cases of recapture the act prohibiting the Slave Trade — You will be pleased as soon as may be to inform me of the progress making in refitting the Brig, & the shortest time in which you conceive she can be in readiness to receive a new crew. Let me have also a correct return of the officers belonging to her.

I am &^o

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Navy Dep^t 6 Aug^t 1800

L^t Benj^a HILLAR

of the *Pickering* New Castle

Sir! I have received your letter of the 31st ult^o — The *Pickering* having been already so long detained in port, it is now determined to send under her Convoy a Vessel with Provisions & other Stores which are preparing at Phila^a by Geo Harrison Esq^t. By the time this Vessel can join you your Sailing orders shall be forwarded & I expect you will then be ready in every other respect to proceed instantly to Sea.

I enclose for your information the substance of complaints respecting the Treatment of the Marines on board the *Pickering*, transmitted

to me by Col Burrows — If on examination you find any improper severity has been used towards them, I request that you will at once take the proper steps to prevent a repetition, & that you will take care that the Sergeant, who appears to be a man of sense & from whom of course you will know the information comes, shall experience no ill Treatment on that account from any of your Inferior Officers — In short that you suffer no punishment to be inflicted without Law to justify it, on board the *Pickering*

I am &c &c

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Wednesday, 6 August 1800

first part of these 24 hours moderate breezes & pleasant —

At 1. P. M. made the signal of the day to the ship & were answered — at $\frac{1}{2}$ past 2. Spoke the U. S. Sloop of War *Herald* Lowered down the Jolly boat & I went on board —

At $\frac{1}{2}$ past 3. wore ship to the North^d & East^d At 4. Diamon Rock bore N. N. E. dist. 4. or 5. Leagues handed T. Gallt. sails —

from 4. to 6. light breezes & pleasant. At 6. Diamon Rock bore N. N. E. dist. 5. or 6. miles —

At $\frac{1}{2}$ past 6. I came on board hoisted the Jolly boat & tacked ship to the S. & E. Set T. Gallt. Sails, light breezes & pleasant, from 8. till 12 moderate breezes & pleasant — At Midnight tacked to the N. E. the *Herald* in C^o —

At $\frac{1}{2}$ past 12. in T. Gallt sails, at 1. A M. single reefed the M. T. Sail, At 3. tacked to the South^d & East^d — At 4. fresh breezes & cloudy At 7. a sail in sight to the South^d —

At $\frac{1}{2}$ past 9. spoke her, she proved to be a Schooner prize to the British Sloop of War *Bonnetta*, same time wore ship to the N^d

At Meridian spoke the *Herald*, the Island of Arguin bore N. W. by N. dist. 5. or 6. Leagues. —

[NDA, original.]

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

Moderate breezes and clear Weather Convoy in Company

Employed Bending the two Bower Cables —

At $\frac{1}{2}$ past 6 Sounded 60 fathoms Black and Brown Sand made the Signal to the Convoy for being on Soundings

from 8 P:M: until 12 Midnight Light airs and Vble a Current setting N N E nearly a Mile per hour — Middle part moderate breezes and Light rain —

At 6 AM fresh breezes from the NE Cast off the two Vessels we had in Tow At 10 Saw the Land bearing from N N W to NW B W which we Suppose near Charleston at $\frac{1}{2}$ past 11 Shortened sail and Brought too with a Signal for a Pilot from our first sounding 60 fathoms which was on the outer edge we steer'd NW B W 41 Miles brought Charleston Light house bearing W B N 5 Leagues depth of Water 8 fathoms sandy Ground

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 6 August 1800

Pleasant weather. People at Ships duty. At Meridⁿ Made Signal N^o 71 — At 4 reefd foresail & M T sail. At 5 fired a Shot at some of the fleet ahead to make them Fall astern. Captⁿ Clapp of the Brig *Lapwing* made Application to leave the fleet for home, & obtained it — Fresh breezes Fair wind & smooth sea — all the fleet in sight. Saw some whales & birds round us. Six sick men on board —

Lat. Observed 30.56 S

Longitude in 36.30 E

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 6 August 1800

First part Squally with rain at 1 P M point North bore S S W the Westernmost Land S W —

At 3 Tack'd Ship to the South'd and stood for the Ship a Stern & Clear'd for Action at 4 Spoke the British Frigate *Hydra*, Sir Fra^s La Forey Tack'd to the North'd at $\frac{1}{2}$ past 5 Saw a Sail to the South'd Tack'd Ship and gave Chace — At 6 P M point North S by W $\frac{1}{2}$ W about 4 Leag's At 7 Tack'd to the North'd & East'd at $\frac{1}{2}$ past 8 Shortn'd Sail & Spoke the, U, S, Frigate *John Adams* —

At 2 A M Wore Ship to the South'd — At $\frac{1}{2}$ past 2 Squally took the 2^d reef in the Tops^{ls}

At $\frac{1}{2}$ past 5 made Sail at 6 haul'd the Mⁿ Sⁱ up At 7 bore away to the West'd at 8 haul'd up to the North'd & East'd, point North S S W 3 Miles

At Meridian the Body of Antigua bore W N W 6 Leag's —

Latt'd Obs'd 16.54 N.

[NDA, original.]

To Secretary of State from President John Adams

QUINCY, 7 August, 1800.

DEAR SIR, — I inclose to you a letter from Governor Trumbull, of Connecticut, a petition for a pardon from Isaac Williams, in prison at Hartford, for privateering under French colors. His petition is seconded by a number of very respectable people. I inclose many other papers relative to the subject, put into my hands yesterday by a young gentleman from Norwich, his nephew. The man's generosity to American prisoners, his refusal to act, and resigning his command, when he was ordered to capture American vessels, his present poverty and great distress, are arguments in favor of a pardon, and I own I feel somewhat inclined to grant it. But I will not venture on that measure without your advice and that of your colleagues. I pray you to take the opinions of the heads of department upon these papers, and if they advise to a pardon, you may send me one.

With high esteem, &c.

JOHN ADAMS.

[NDA. Life and Works of John Adams, Vol. IX.]

Extract from a letter from on board the U. S. Ship *Baltimore*, Master Commandant William Cowper, U. S. Navy

7th August, 1800,
in lat. 27, N. long. 69, W.

"I enclose you a list of vessels under our convoy from Martinique, Antigua, St. Kitts, and St. Thomas, convoyed to this latitude.

"Exclusive of this convoy, the *Baltimore* has convoyed 130 sail of our merchant vessels to the same latitude; she has captured the French privateer *Brilliant Youth* of 8 guns and 66 men, the brig *L'Esperance*, loaded with sugar; the polacre ship *L'Emanuel*, loaded with sugar and dye woods; recaptured the American schrs. *Jolly Robin*, and *Sea Flower*, both laden with provisions and dry goods."

[List herein referred to has not been located.]

[LC, "Connecticut Courant" (Hartford, Conn.), 1 September 1800.]

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

[WASHINGTON, D. C.]
Navy Dep^t — 7th Aug^t 1800 —

S. HIGGINSON & Co

I am honoured with your letter of the 29th Ult^o — I shall with pleasure gratify the Merchants of Boston by ordering Captain Little on the Guadeloupe Station the next cruise; and I have to request that his ship be prepared for this purpose with as little delay as possible. The officers of the *Boston* who propose resigning have not sent on their Commissions; at least they have not been received. I wish they would do it at once, that others may be ordered on to supply their places —

You may purchase the sheaves & C. mentioned in your letter, if to be had on reasonable terms —

I am & C

B — S —

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

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

[WASHINGTON, D. C.]
Navy Department 7th Aug^t 1800.

SIR I am informed by Mess^{rs} S. Higginson & C^o that a number of your Officers purpose resigning — Be pleased to urge those who are so determined to do it at once that proper Steps may be immediately taken to Supply their places with others — You will as soon as may be make me a return of all the Officers who remain with you that I may know how many are wanting —

It is intended that your next cruise Shall be on the Guadeloupe Station, for which you will be pleased to have the *Boston* prepared with the utmost dispatch. — It affords me pleasure to learn that it is not from disgust with the Ship or their Commander that so many of your Officers are about to leave you —

I am Sir with respect

Y^r M^o obe^d Serv^t

BEN STODDERT.

Capⁿ GEO LITTLE

[F. D. Roosevelt Collection and NDA. OSW, Vol. 4]

To Purser Jabez Champlin, U. S. Navy, of U. S. Ship *General Greene*, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Depart^{mt} 7 Aug 1800

M^r JABEZ CHAMPLIN

Purser of the *Gen^l Greene* Newport

SIR! I have received information from M^r Asha Robins, that an Apprentice to M^r John Granger had served a cruise on board the *Gen^l Greene*, without the consent of his Master. If this be the case, M^r Granger is certainly entitled to receive all the wages now due him — before you make any payment, however, it will be proper for you to enquire whether there may not have been an Agreement between the Master & Apprentice which entitles the latter to receive his wages, or part of them, and if you find this to be the case, you will make the Payments accordingly, otherwise pay the whole to M^r Granger

I am, Sir,

y^r ob^t Serv^t

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Navy Dep^t — 7th Aug^t 1800 —

WILLIAM PENNOCK Esq^r

Altho' I think the state should have charged nothing for the Navy Yard at Gosport, yet that property must be taken at the valuation; and the necessary measures immediately pursued, for securing against injury all the timber for the 74 Gun Ship. Will not the worms destroy the timber in Dock? This point should be ascertained, before the Dock is enlarged; Let me hear from you quickly on the subject, — and if you are satisfied the timber will be safe in Dock, proceed to enlarge it. please to send me an estimate of the expence, which should be kept as low as possible. —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Thursday, 7 August 1800

first part of these 24 hours moderate breezes & pleasant — At ½ past 12. I went on board the *Herald*

At 6. the Island of Arguin bore N. N. W. dist 5. or 6. Leagues — wore Ship to the south^d — At ½ past 7. I came on board hoisted the Jolly boat up & bore away for Aux Cayes —

At 12. the Island of Arguin bore N. N. W. dist. 3. or 4. Leagues —

At 4. A. M. Light Airs & pleasant set the F. sail — At ½ past 4. hauled on board fore & M. tacks set Royals & flying Jib — At 5 saw the Schooner *Gen^l Dessalines* & another small schooner to the N^e & W^e At 6. set Stay sails & T. G. Steering sails At 8. the Town of Aux Cayes bore West dist. about 3. or 4. Leagues Light airs & pleas^t At ½ past 9. hauled the F. sail up, hoisted the Cutter out & sent her on shore to Aux cayes. At 10. handed T. Gallt. sails & backed the M. T. Sail moderate & pleasant

[NDA, original.]

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

Moderate Breezes and cloudy Boarded two Ships bound into Charleston One American from London and a Hamburgh from Hamburgh at 2 rec^d a Pilot from the boat *Edward Sailor* who is Ordered to remain as Pilot while on Charleston Coast Sent an Officer into Charleston at 4 filled and Made Sail to the S East — Parted Company with a Schooner one of the Convoy for Charleston At 7 joined the Convoy which is one Ship a Brig a Sloop and two Schooners —

At 12 Made the Signal for the Convoy to Tack to the Northward Depth of Water 17 fathoms —

Made and Shortened sail as Necessary for the Convoy to keep Company and Tack'd Occasionally to keep Charleston light house In Sight —

[NDA, photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 7 August 1800

Fresh breezes & hazy weather. Ship laying too with Starboard tacks on board. At 2 made Signals 35, 72 & 14. Made sail, at 4 let Fall F sail & let 2 reefs out of M^o T sail. At 5 fired a gun and hove too at ½ past 5 made sail again. At 8 up F sail. At 11 took a reef in M T Sail. At ½ 10 oClock Ship took aback, the wind variable At 2 Am, veered to the N^e & made Signal for the fleet to do the same. At 3 close reefd M T sail, At 10 Cap^t Benners of the *Dispatch* made Application to leave the fleet. the *Lapwing* left us at 8 am —

Lat. Observed 31.32 S

Longitude in 35.0 E

[LC, EPP, 1799-1800.]

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

[WASHINGTON, D. C.]

Navy Dep^t 8 August 1800

Cap^t SAM^l BARRON
of the *Chesapeake*

New Castle Delaware,

SIR. Considerable Depredations have been lately made on our commerce, between the W I Islands & our own Coasts — the Guadalupe Privateers, eluding the vigilance of our Vessels on that station get between them and the United States, & not only capture the American Vessels, in the W I Trade, but make great havoc among those of more value, employed in the European and East India Trade —

The objects of the cruise you are entering upon, are — to guard our own Coasts, & to protect our Commerce between the W I & the U States — and it is left to your judgment how to effect these objects. I will only suggest, that after ascertaining, that there is no Enemy Vessels on our coast, which you may probably do in two or three weeks after leaving the Delaware, it will be proper for you to occupy such cruising ground as will give you the best chance of falling in with Enemy Vessels, either from France or the Islands, cruising for the

Purpose of intercepting our Vessels, returning from the E Indies Europe or the W Indies. You better know than I can instruct you where this Position is — If after several weeks, you should see or hear of no Enemy cruisers between the Islands & our coasts; or near our coasts, it may be advantageous for you to run to the windward of Martinico & cruise to the windward of the Islands between Martinico & Porto Rico — returning to Norfolk by the way of Cape Francois & the Havanna, which will admit of your again cruising on our southern coast, as far as the Chesapeak. You will return by the time the term of service of that part of your crew, received from the *Congress* expires, which I presume will be sometime in the month of Nov^r next.

I enclose you the Act providing for salvage in cases of recapture & an Act prohibiting the slave Trade, the object of which you will perceive is to annihilate that Trade — The American Vessels you may recapture, if you can't effect a Compromise with the Cap^t or owner on board with respect to Salvage, must be sent to the Ports most advantageous to the recaptured Vessel or the Ports in the United States from which they sailed.

I have the honor to be &c^o

[NDA. OSW, Vol. 4, 1800–1801.]

To Jared Ingersol, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t —

8th Aug^t 1800 —

JARED INGERSOL Esq^r

M^r Calvin Stevens has brought into Delaware, the Schooner *Phoebe* of Charleston with 120 Negroes, captured by the *Ganges* Cap^t Maloney [Lieut. John Mullowny, U. S. Navy].

The act of Congress of the last Session intended to annihilate the Slave Trade, is silent as to the disposition of the slaves, It was expected no doubt, the Captains making the Captures, would sell them in the West Indies. I have directed M^r Stevens to apply to you for instructions how to proceed. I suppose measures will be taken by the Government, or by some of the societies for laudable purposes in Pennsylvania to bind out the Blacks for a few years, until they can learn the language of this Country —

I am &c

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Midshipman Calvin Stevens, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Departm^t 8 Aug^t 1800

M^r CALVIN STEVENS Prize Master
of the Schooner *Phoebe* of Charleston
with Slaves, Fort Mifflin,
near Phila^a — care of Cap^t Gill.

SIR! I have rec^d your letter of the 4th ins. On the expiration of your Quarantine you will apply to Jared Ingersoll Esq^r Dis^t Att^y who will direct you what to do with the blacks, & how to proceed to get the Vessel condemned.

If Cap^t Mullowny has appointed no agent for Prizes, apply to Geo: Harrison Esqⁱ to act as Agent.

After getting clear of the Prizes, you will turn the men with you from the *Ganges*, over to the *Delaware*

I am, Sir, y^r mo: ob^t S^t &c

[NDA. OSW, Vol. 4, 1800–1801.]

[8 & 13 August 1800]

Protest of Thomas Atwood, Captain of the Schooner *Washington*

N^o 4

SAINT CHRISTOPHER.

By this Public Instrument and Declaration of Protest, be it known to all Persons whom it shall or may concern, That about Twelve o'Clock at noon of Saturday the Sixteenth Day of August in the Year of our Lord One Thousand Eight Hundred [space] Before Me Thomas Risdon Howe Notary Public and Tabellion, duly Admitted and Sworn, Residing and Practising in the Town of Basseterre, within the said Island, Personally Came and Appeared Thomas Atwood late Master of the Schooner called the *Washington* belonging to William Davis and Barnabas Hedge Merchants in Plymouth in the State of Massachusetts one of the United States of America, and Noted his Protest: And on Monday the Eighteenth Day of the same month Before Me said Notary, again in Person Came the said Thomas Atwood late Master as aforesaid who, together with Rufus Goddard Chief Mate and Haywood Gardner Mariner late belonging to said Schooner being jointly and severally duly sworn on the Holy Evangelists of Almighty God, make Oath and say:

And first The said Appearants here together jointly say

That the said Schooner called the *Washington*, being tight, staunch, and strong; well found in all necessary Tackle, Apparel, and Furniture, and in every other Respect well furnished and provided; manned with Seven Mariners, inclusively; Burthen Seventy Two Tons or thereabouts; and having on Board a Cargo of Dried Fish, Herrings and Lumber sailed on or about Thursday the Seventeenth day of July last from the said port of Plymouth in the said State of Massachusetts being bound on her outward Voyage for the Island of Cape Francois:

That the said Schooner prosecuted her said Voyage without any occurrence worthy of remark happening nor did she sustain any Interruption whatever until her arrival in latitude 22° 30' and longitude 66° or thereabouts on Friday the Eighth Day of this Instant August, about six o'clock A. M. of which Day these Appearants desiered a Sail to Leeward bearing N. W. b. W. which giving chace to the *Washington* gained so fast on her that about two o'clock P. M. of the same Day the said Schooner *Washington* together with the Goods Wares and Merchandizes laden on board thereof were captured, seized and taken forcible possession of by a French Republican Letter of Marque Schooner belonging to Porto Rico called *Le Pauline* mounting two Six Pounders and having on board about thirty-five men the Com-mandor of which (a Captain Dumas) taking out this Appearant the Master and four hands belonging to his said Schooner on board the privateer put a prize Master and Crew on board the *Washington* directing them to carry her to the first friendly Port they might

reach: That after the Capture as above described and their Separation from the *Washington* the said Letter of Marque Schooner *Le Pauline* directed her Course for the Island of Guadaloupe which she continued to do without Interruption until Thursday the Thirteenth of said Instant August about Day Break whereof they saw a Sail to Leeward standing towards *Le Pauline* which coming up with her about ten o'clock fired a gun at and brought her to (the Island of Deseada then bearing S. S. W. distant about Eight Leagues): that the French captain observing the other Vessel to be an American Cruiser and manifestly of superior force thought it more proper to haul down his Colours than make a vain and needless defence and the said Schooner *Le Pauline* accordingly struck to and these Appearants were recaptured on board her by the United States Schooner *Enterprize*, John Shaw, Esquire Commander who took said Appearants on board the *Enterprize* and directed the prize to accompany him to Saint Kitts, where they both anchored in Basseterre Road on Friday forenoon the fifteenth of said month.

And Appearant the said Master here for himself saith That independent of the Loss he sustained in his private Adventure (which consisted chiefly of Fish) by the Capture of his said Schooner *Washington* the Crew of the said Letter of Marque deprived him not only of his Books, Charts, Vessels Papers Et^c but also took from him some part of his Wearing Apparel: And that not having heard any Tidings whatever of his said Schooner *Washington* since the Time of her Capture on the Eighth of the said month he has every reason to suppose she has become lost to the owners and all others interested either in the said Schooner *Washington* or in the Goods Wares and Merchandize laden on board thereof

THOMAS ATWOOD
RUFUS GODDARD
HAY WOOD GARDNER

WHEREFORE, the said Master of the said Schooner for and on his own Part and Behalf, as also on the Part and Behalf of the Owners, Shippers, and all others interested or concerned in the said Schooner *Washington* her Tackle, Apparel, and Furniture, and the Cargo and Lading on Board thereof, DOTH hereby PROTEST, as well against the French Republic the French Republican said Letter of Marque Schooner *Le Pauline* her Commander officers and Crew her Guns Ammunition Tackle Et^c for the Capture and Seizure of his said Schooner *Washington* and the Goods Wares and Merchandizes laden on board thereof and sending her for some port unknown to the said Appearant whereby he has every reason to suppose she has become an inevitable Loss to the Owners and all other interested in either as against the Freighters, Charterers, and Consignees of said Schooner and Cargo; as also against the Insurers and Underwriters on said Vessel and Cargo, and all and every with them concerned, and more especially such as are liable to pay or make Contribution or Average, according to Custom; or their respective Contracts or Obligations, for All Costs, Losses, Demurrages, Damages, Prejudices, and Expences suffered and sustained, or which may accrue, by Reason of the Premises above set forth: so that no Part of such Loss, which has already been incurred, or which may hereafter be sustained, or any Blame whatever, Do fall or be in any Wise imputable to said Master, his Crew, or any others with him or them concerned, in Consequence

thereof, And I the said Notary, at the Instance and Request of the said Master, DO hereby Solemnly Protest against the same in Manner and Form aforesaid.

In Faith and Testimony Whereof, these Appearants, with Me Notary, have hereto subscribed our Names; and I the said Notary have also hereunto affixed my Notarial Seal the Day and Year aforesaid.

THOMAS R. HOWE

Notary Public

* * * * *

This paper * * * marked N^o 4. was exhibited to Thomas Atwood & by him testified to at the time of his examination.

Before me.

W MINOT *Commis^r*

May 15, 1822.

[SDA. Spol. Cl. S. C. 1819, Vol. 97.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Friday, 8 August 1800

first part of these 24 hours moderate breezes & pleasant —

At ½ past 1. P. M. M^r Khulman came on board with two boats for his goods — At 3. came to anchor with the small bower in 7. fathoms water, the town of Aux cayes bearing S. W. by W. dist. 3. or 4. Miles — from 3. till 4. Delivering M^r Khulman's goods —

At ½ past 4. I went on Shore with M^r Khulman, Light airs & pleasant, Delivered to M^r Khulman 12. Trunks 1 Chest 9. Boxes & 96. pieces of Patillas At 11. I came on board & at ½ past 11. got underway & stood out. —

from 12. till 4. Moderate breezes & cloudy At ½ past 2. set Stay sails & hauled on board M. Tack

the first of these 4 hours Light Airs middle & Latter part fresh breezes — At 5. A. M. tacked to the N^e & E^e & hoisted the Cutter in — At 8 the town of S^t Louis bore N. W. by W. dist. 3. or 4. Leagues — these 4. hours Light airs & pleasant

At Meridian the port of S^t Louis bore N. W. by N. Dist. 3. Leagues. —

[NDA, original.]

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

Light airs and Vble Standing off and on Charleston bar waiting for Stores which is ordered from Charleston

At 4 the Schooner *Edward Sailor* came along side Received from Charleston 4 Casks of Bise [Bice] 4 Bullocks and 5 Barrels of flour At 6 filled and Discharged the Pilot Made Sail to the Southward in Order to Join the Convoy at 7 the light house N ½ W distant 12 Miles

At 10 the wind Veer'd round to the SSE Made the Signal for the Convoy to Tack to the Eastward Our Soundings during the Night Was from 8 to 12 fathoms —

From day light till noon light airs from the Westward Employed airing the Sails and Cleansing the sail Room

At 12 Convoy in Company Depth of water 14 fathoms —

Latitude Observed 32° 26' North

Longitude 79° 46' West

[NDA photostat.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 8 August 1800

First part of these 24 hours Moderate and pleasant at $\frac{1}{2}$ past 1 Saw a Sail to the S^d made Sail and gave Chace at 2 P M Wore Ship to the North'd & East'd at $\frac{1}{2}$ past 6 the N E end of Antigua bore N by W $\frac{1}{4}$ W 3 Leags the S W point N W $\frac{1}{2}$ W and Monserat W S W Tack'd Ship to the South'd and took in top Gal Sails—

At Midnight Squally, point North bore South 2 Leag's, At 4 A M Saw a Sail to Wind'd but shortly after lost sight of her at $\frac{1}{2}$ past 4 Tack'd to the South'd and made Sail —

At $\frac{1}{2}$ past 5 Saw the Sail ahead close in wth the Land Set all S^t & gave Chace fired Sev^l Shot but to no Effect. at 9 being close aboard of her and finding it impossible to Chace any Longer by a reef close under our Lee Commenced Cannonading her at $\frac{1}{2}$ past 9 haul'd out of the Bay between point Antigua & Englishmans head, the Fort on Grand Terre fired sev^l times at us

Latt'd Obs'd 16.38 N.

[NDA, original.]

[About 9 August 1800]

News item concerning conditions in Curacao

The *La Vengeance*, and gen. Gonnett, with his squadron of privateers and troops, were still at Curracoa, and the place in the greatest confusion; most of the inhabitants had left the city; those men capable of bearing arms had repaired to the garrisons; the women and children had retired to the interior parts of the island.

It was expected the fate of Gonnett's mission would be decided in a few hours; he had sent in his demands to the governor, some of which were understood to be—A loan of a sum of Money; one of the forts to be permitted to hoist the national flag and garrisoned with French troops; to refund the proceeds of the American ship *Mary* of Baltimore, condemned there as prize, which had been lodged in the hands of government; his reasons for cutting down the French flag staff; satisfaction for the banishment of the French general, &c. &c.

In consequence of which the governor had called a council, the deliberations of which were not publicly known, tho' it was reported that the governor was determined not to comply with all their demands, let the consequence be what it would; every preparation was therefore making for resistance. How the affair may terminate, as yet remains doubtful.

[LC, "The Mass. Mercury (Boston, Mass.), 12 September 1800.]

Extract from journal of U. S. Brig. *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Saturday, 9 August 1800

These 24 hours begins with Light airs inclining to Calms — At 2. Tacked to the south'd & East'd At 4. S^t Louis bore W. N. W. dist 4 or 5. Leagues At 6. Orange Key bore N. W. by W. dist. 2. or 3. Leagues & the East End of Isle of Vash bore S. by W. dist. 5. or 6. Leagues — from 6. to 8. Calm, from 8. to 12. Calm & cloudy with a Little Thunder & Lightning

At 2 A. M. moderate breezes, tacked to the North^d At ½ past d^o tacked to the S. S. E — At 4. Tacked to the N. E. —

At 5. discovered a sail to the East^d At 6. discovered 2. more under the Island of Arguin — At ½ past 6. aboard M. tack & set Light sails —

At 8. Diamon rock bore North. dist. 4. or 5. Leagues, Light airs & pleasant from 8. till 12. Light breezes & pleasant at ½ past 11. hauled the courses up & backed the M. T. sail. At d^o Spoke the U. S. Sloop of War *Herald* —

At Meridian Capt. Russell came on board

[NDA, original.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 9 August 1800

Moderate breezes and Cloudy

At 3 Took in Tow two of the Convoy fill'd & hauld on a wind to the Eastward

At 4 fresh breezes and Rain —

At 5 Double Reefed the Topsails and reefed the Mainsail —

At 7 the Wind Veered to S B W —

At 8 the wind Veer'd to the SSW —

Continued an East Course convoy in Company Killed 2 Bullocks Weighing 498 Pounds —

At 1 AM We Judged Ourselves to enter the Gulph —

Middle part squally with light Showers

At day light saw the Convoy some of which was a Stern some distanc Shortened sail

At 6 saw a Strange sail to Windward under American Colours

At 10 Lowered Down the Topsails for the Convoy to Join Company

At 12 fresh breezes and Cloudy convoy in Company —

Latitude Observed 33° 00' North

Longitude 77° 16' West

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 9 August 1800

Moderate breezes & rolling sea from SSW. At 3 pm, hove too and sent the boat on board the *Dispatch* & Brig *Globe*. Capt Benners came on board. At 5 set M T Sail, M^a & Miz staysails & mizen. reef'd foresail. At 4 made Signal N^o 35. 8 hove Miz^a T S aback. At 11 clued down M^a T S^l At 12 oClock Ezra Plummer Carpenters mate died. Committed his body to the Deep. At 3 am 7 sail in sight. At 5 rounded too At 6 fill'd away. At 7 made Signal 72, & 14 At 9 handed all our sails except fore top M staysail. Ship *Dispatch* & Brig *Globe* left us having deliverd up their Signals five sick men on board

Lat. Observed 32.38 S

Longitude in 32.48 E

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, Saturday, 9 August 1800

Fired a Gun at a Ship, she proved to be the *Hope* Cap^t Edmonson from Jamaica bound to Philadelphia. —

[NA.]

To Edward Stevens, U. S. Consul General, St. Domingo, from Captain Alexander Murray, U. S. Navy

U. S. FRIGATE. *Constellation*
Off Cape Francois Aug^t 10 — 1800

EDWARD STEVENS Esq^r

SIR After our unsuccessfull excursion I have again returned to take a peep at you; & have sent M^r King our 3rd Lieu^t to you to make some inquiries I find it will now be absolutely necessary to take my ship into port to repair her rudder, unless any thing of importance should transpire to make me try it a little longer.

My Crew are in a very sickly state with the flux, if it could be affected I should be very glad to get a temporary accommodation for them on shore till they get better, that is aboute thirty in number for I [think they?] have but little chance of a speedy recovery while they are on Board and so much exposed as well as the want of proper food.

If you think there is nothing of Consequence to require my being longer out, I must beg the favor of you to send me a good Pilot off in the Boat at all events, I wish much to hear from you

With the highest consideration I have

the Honor to be

Your Most Ob^t

Hum: Serv^t

[NDA. A. Murray's LB, 1799–1805.

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

NEWPORT Aug^t 10 1800

SIR The *General Greene* is now at the Wharf her Guns Stores & ballast are taken out ready to receive the repairs she may require — We have employed Caulkers to work on her and have engaged Carpenters to come this week, when we shall be able to advise what may be necessary to be done — Since the discharge of the Crew several of them from intemperance & a predisposition to a fever have been taken sick & died, this has excited great uneasiness in this Town, besides subjecting us to much trouble in having the sick removed — from this circumstance & the apprehensions entertained no Ships will in future be permitted to land the sick in the Town — That some provision is necessary to be made for procuring a place remote from the Town as a Hospital and we are of opinion it will be for the public interest, as the sick would be supported at less expence, better attended too & sooner discharged; The purveyor for the Sick, tells us it is impossible to keep many of them from intemperance while billeted within the limits of the Town that what is done for them is of little avail —

Had the *General Greene* remained at Sea longer, her Crew without doubt would [have] been very sickly: The apprehension of her being

in a contagious situation, has occasioned much difficulty, in procuring Laborers & workmen for her, — they are however cleansing her out, and these apprehensions we doubt not will soon cease —

We understand there has been some dissatisfaction on board the *Gen^l Greene* particularly with the Midshipmen, whom we are informed will not sail in her again. We have had no conversation with Cap^t Perry or any of the officers, on the cause of disagreement as it could not with propriety be made by us — We however think the public interest requires, that we should state to you the information we have, that the Ship when overhauled may not be retarded Those who are deserving may no doubt be retained in service by being turned over to other Ships —

BENJAMIN STODDERT Esq

[Newport HS. Gibbs & Channing LB.]

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

The first part Moderate and pleasant
at 5 P M took in Stearing Sail fore and Aft A Number of Whirlwinds & Water Spouts to the Southward

Middle part Squally

at 6 A M Set all Sail

at 10 A M Saw the Land (part of the Island or the Saddle Hills of Cuba) bearing S b E 10 or 11 Leagues Dist took in Stearing Sails

Latter part pleasant Weather & Breezes

A Very Strong Current to the Southward and Eastward

10 Sick and Convalescens

By Order of Timothy Newman Esq^t Henry Wilson is to Act as Capt^{na} Clerk

Current 2¼ P^r Hour S S E

Latitude Observed. 23°47' North

Longitude Observed. 84°09' West

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

[11 August 1800]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from First Lieutenant John L. Lewis, U. S. Marine Corps

I have rec'd D^r Sir, your favour of the 21. of Octob^r last. I sincerely thank you for honoring Mr. Fenwick, and my draft — I am happy to hear Miss Clifton is married the very warm regard I have for those young ladies I feel much interested for their happiness and request the favour in your letters to them I may be remembered — I should suppose Jefferson will be the President every information I receive seems to determine it. If you are ordered to the right about those who are attach'd to you and those also who remain steadfast in their political creed will go through the same evolution, I do not think if our Corps continues any changes will be made nor of any military officers.

I now think and ever thought it best that I had remain'd on shore or at least to have subjected myself to less [?] of a Tyrant than Cap^t T[ruxtu]n it is thought fortunate by all the Officers if ill language and

contempt is not often met with the most abject submission to his "supreme will" (to use his own words) is by him aim'd at I will not enter into every particular of his conduct and his rancour towards me, they are many. it was evident before our departure from N York. I resolved therefore by my attention to my duty by a proper demeanour to every one, to check unfavourable impressions it has been of no avail you have foreboded rightly He has with a jaundic'd [?] eye scrutinized into my conduct I have attended to your wishes and have been circumspect I hold him now in the most contemptible light and with such an oppinion is it possible to be happy

I regret that my present situation exposes me to his caprice and ungenerous conduct deprived of power at present to resent — I was dissatisfied his telling the Sec^y my Sentries were suffered to talk to the bystanders I am now glad of it for it may in future be of service to me and I am certain with you it is not believed as atrocious as represented but founded really in malevolence. Why did he not tell of those and other improprietys on b^d the *Constellation* I do not mean to detract from the merits of L^t Clinch but shew how far prejudice and partiality will go — When the ship left the City for the Watering place as one Marine officer was sufficient on b^d I proposed to remain untill nearly the time of her sailing should arrive with Cap^t T[ruxtu]n perfect assent I did a week after I recd the following letter —

U. S. Ship *President* 11 August 1800

Sun down —

SIR

"It will be a week tomorrow since I have seen you — or that you have been on board the Ship — altho' I desired that you should be on board every morning at least as soon as I was myself.

"You are hereby these presents ordered to your post on board the *President* on Wednesday next and I have to inform you — that it will be inconvenient for me, to suffer you to be absent from it after that time. The Marine officers of a Ship of War should be Constantly with their men, to keep them in order, train them to their duty & cause them to be kept Clean — which the Marines now on board this ship are not. Your indulgences have been much greater, than is usual to be given any officer especially when a ship is under sailing orders. Mr Fenwick has been constantly on board though he wished for some indulgences."

"I am Sir your very obt
humble Serv^t

"THOMAS TRUXTON"

Lieutenant LEWIS of Marines.

"PS Answer is desired by William my servant who is the bearer — "

I repaired on board was surprized when the First L^t told me that Cap. T had left with him written orders to arrest me if I should not arrived before sun down on b^d On Cap T. return to the Ship I went to make report of my detachment after some angry expressions we came to an explanation seeing probably the impropriety of his conduct he smooth'd down requested me to bury every thing in oblivion — his assertion that the Men were not clean is false. I can attest the contrary by every officer on b^d nor has any of them or Cap^t T. (if he can be candid) say [said] they have seen Men equal to them in good conduct and cleanliness in our navy. Situated as I am with every disposition on my part to give credit to my detachment and myself and on the other side a resolution not to be satisfied, and in the receipt in common with my fellow officers of frequent rebukes dictated by hatred. I request the favour that you will arrange things so that if the Ship is to remain here any time, I may return to the U States — or that on our arrival into a port of the U S you will immediately

order me relieved. he has three times threatened to arrest me and as often I have requested it — what think you of a declaration after one of his threats "I can arrest but you may not be broke but you will be thrown over the left shoulder and ever after disregarded" and then told me of his influence with the Sec^r and President.

Capt. T has been accustom'd to receive homage, he now demands it without bounds. his officers and they are those who have sail'd with him in the *Constellation* with one voice lift up their hands and are astonished at his insolence and tyranny a hope of soon being emancipated has put a stop to their letter to the Sec^r. I have resolved in my own mind how to act with him when relieved it is of moment also to me that I have the oppinion of one better able to judge than myself I flatter myself from the friendship and good council I have received from you that you possess for me a regard and in confidence would deliver an oppinion as T——n has been so much my enemy he doubtless thinks himself perfectly sheilded by his Rank, from punishment let him go to what length he pleases in his insolence.

The Chaplain who has gone to the U States caus'd much disturbance on board our ship I have been call'd a principal Actor. he disgusted [?] the whole mess — it has caus'd much harsh language from Truxtun and he says an investigation shall take place. However I have only to say of this Chaplain that he was a ready tool fit for any purpose T——n might design for him a sycophant and a tatler — I trust you will excuse the length of this letter and the time you will be occupied in reading it

I am happy to hear that our Band increases in merit and in numbers. I shall always contribute chearfully and reflect with pleasure that so small a portion of my pay is allotted to attain so charming an object —

I have a letter in my possession from you to Cap^t Murray. you directed me to forward it by the first opportunity — none has offered.

Be pleased to present to M^{rs} & Miss Burrows my respects with the compliments of the Season. receive them also.

Wishing you health and happiness —

I am D^r Sir with esteem

Y^r Ob^d Sv^t

JOHN L. LEWIS

[Lt. of Marines]

To Cap^t CARMICK and in-deed all the officers with you I wish to be remembered —

W. W. BURROWS, Esq^r

Lt. Col Commandant of the Marine Corps
Washington City

(BASSETTERE) S^t KITTS — Janu^r 1st 1801

[MCA, LR, 1801.]

To Edward Stevens, U. S. Consul General, St. Domingo from Captain Alexander Murray, U. S. Navy

U. S. FRIGATE. *Constellation*
Off Cape Francois. Aug^t 11 — 1800

EDWARD STEVENS. Esq^r

SIR I am this moment honored with your favor of yesterday, and assure you, that it is at all times my study to render every service in my power to the Commerce of the U. States.

Altho. my rudder is really in a very critical state, yet I will run the risk of it for a few days Longer, and take the Vessels now ready under my protection through the Passage, yet you know how far that protection can extend, tho my presence may have some good effect.

In order [to] evince my good intentions, and to administer all the releif in my power to our poor infirm fellows now on Board, I have sent My Doctor (M^r Henry) on shore to provide some place for them, in which undertaking I must beg the favor of your advice to him, so as to have a place provided against the moment when I mean to send them on shore in my Launch, with one of the Doct^r's Mates to attend them, untill my return & any supplies they may want, request you will give orders for the purpose

Will you be so obliging as to give me a hint as to the probable route those French Vessels will take, that we may once more take our chance for them, as it is but a chance at least, however, good-Luck some times happens when least expected.

You will be so obliging as to hurry the Vessels out as soon as possible.

I am

with every Consideration

Your Most Ob^t

Hum. Serv^t

[NDA. A. Murray's LB, 1799–1805.]

[11 August 1800]

Case of the Prize *Amelia* captured by U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding

TALBOT against The *Amelia*,

Came on the 11th inst. in the Supreme Court of the U. S. a cause of great importance, both on account of the legal principles, applicable to neutral commerce, and the magnitude of the pecuniary interest involved in the event, being no less than one hundred and eighty thousand dollars. The case was this:—

<p><i>Talbot Qui tam,</i> vs. <i>The Ship Amelia, &c.</i></p>	}	<p>Error from the Circuit Court for the N. York District</p>
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THE ship *Amelia*, belonging to Messrs. Chapeaurogue Merchants and Burghers of Hamburgh navigated by Hamburgh seamen, on her homeward bound passage from Calcutta in Bengal, laden with a valuable cargo, the produce or manufacture of that place, was captured by a French corvette and dispatched for the island of St. Domingo; after remaining ten days in the possession of the captors, she was fallen in with by the United States frigate *Constitution*, Capt. Talbot, who re-took and sent her into New-York, where, upon her arrival, she was libelled by Capt. Talbot, on behalf of himself and the crew of the *Constitution*, for salvage, in the District Court. The ship and cargo were condemned and sold at the Marshal's sale by a decree of that court, which under the 7th section of the law of Congress, passed March 2, '99, entitled "an act for the government of the Navy of the United States," thought fit to adjudge by way of salvage to the re-captors, one half of the whole value of the said ship and cargo, without any deduction whatever.

From this decree an appeal was entered to the Circuit Court for the district of New-York; and at the last session of that Court in April term, his honor Judge Washington, after hearing counsel in the case, reversed the decree of the district Judge, upon the ground as stated in the judgment rendered; that no service had been rendered by the re-captors of the ship *Amelia* to the owners in taking her out of the hands of the French and sending her into the United States; because Hamburg, where the ship and her owners belonged, was a neutral power not at war with the French Republic and in amity with the United States. To presume, therefore, that the ship and cargo would have been condemned in the Admiralty Courts of the French Republic, would be highly improper, because such a proceeding would be a violation of the law of nations, however consistent it might be with her own laws.

The libellants being dissatisfied with this decision, removed the cause by writ of error to the Supreme Court, where it was argued with great ability and very copiously, by Ingersoll and Lewis for the Plaintiffs—Dallas and M. Levy for Defendants.

It was contended for the Plaintiffs in Error that the ship *Amelia*, although owned by subjects of a neutral power being bound from a port in Bengal, in the possession of the English, and laden with the manufactures and produce thereof, was a proper subject of capture and condemnation under the decree of the French Republic of the 4th of January, 1798, which adjudges "all vessels, to whomsoever belonging as lawful prize if taken, laden in whole or in part with English manufactures, or with the produce of English possessions." That — this Decree was in full force and operation, at the time of the re-capture of the *Amelia*, and that she would have been condemned as lawful prize by the French tribunal of St. Domingo, but for the re-capture of the *Constitution* frigate. That being in possession of a French privateer for ten days, the property in the ship and cargo was changed, and that the re-captors were justly entitled to a liberal salvage, in consequence of having rescued the same from the danger of condemnation.

On the other hand, it was contended, that the ship *Amelia* being the property of the subjects of a neutral power was captured by the French corvette, contrary to the law of nations, and whatever might have been her fate in the French Courts, had she not been re-captured, it does not belong to the Courts of the United States to interfere between the subjects of a neutral power and the French Republic. That a state of war does not, in reality exist between the United States and France, because no declaration to that effect has ever been made, by either party. That notwithstanding the commander of a public armed ship of the United States, was justified by his instructions, in re-taking this ship from the hands of the French, yet, the moment her true character was discovered in our Courts and proved to be the property of a neutral foreign power, in amity with this country, she should have been restored to the French, who had wrongly taken her, &c.

This is an imperfect outline of the leading features in this cause, which the Court had under advisement until Thursday, when his Honor the Presiding Judge, announcing "that this being a cause of the first impression, the Court order it to be continued, for the purpose of hearing a further argument, before a fuller Court."

[LC, "Connecticut Courant" (Hartford, Conn.), 1 September 1800.]

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

[WASHINGTON, D. C.]

Navy Dep^t 11 Aug 1800

Cap^t GEORGE LITTLE
of the *Boston* — Boston,

SIR I am honored with your's of the 30th ult.

I have received the resignations of L^t N. Clift Doc^t Vinton & M^r Parsons Surg^t Mate; & have this day ordered L^t Clough, of Pownalborough & Doc^t Windship, of Boston, to Join you.

The President will appoint officers to supply all the Vacancies which may occur — You will, therefore, wait on him with a list of Officers wanting, & the names of gent^l you think best qualified to supply the vacancies. This arrangement is intended to prevent the *Boston* being delayed for want of Officers.

If any of your Mids^g are qualified to be L^ts, it will be better to promote them, than to select persons who have not been in the service. Your brother some time since in the *Congress*, or I would with pleasure order him to Join you as Lieut^t

Should you require Mids^g, you may order any or all of the following gentlemen to join you, giving me information thereof.

Jos Tuffs. Brookfield.

David Byers. Springfield

Jos Stickney. Worcester

Fitch Tarbott. Boston

I have the honor to be &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Secretary of State from Secretary of the Navy

WASHINGTON, D. C.

Navy Dep^t 11th Aug^t 1800

SECRETARY OF STATE

D^r SIR I do not know the age of the *Geo. Washington*. I believe about four years — She has been thoroughly repaired in this year, and is a very strong ship. Her frame from the lower futtocks, except her frame bends, is of live oak and Cedar. She mounts 32 Guns of which 24 are nine pounders, 8 Six pounders. She has in all 130 officers & men and is directed to touch at Gibraltar, Tangiers or Cadiz for information —

I am &c

B[ENJAMIN] S[TODDERT]

108 feet keel

32 " 6 In. beam

14 " " hold

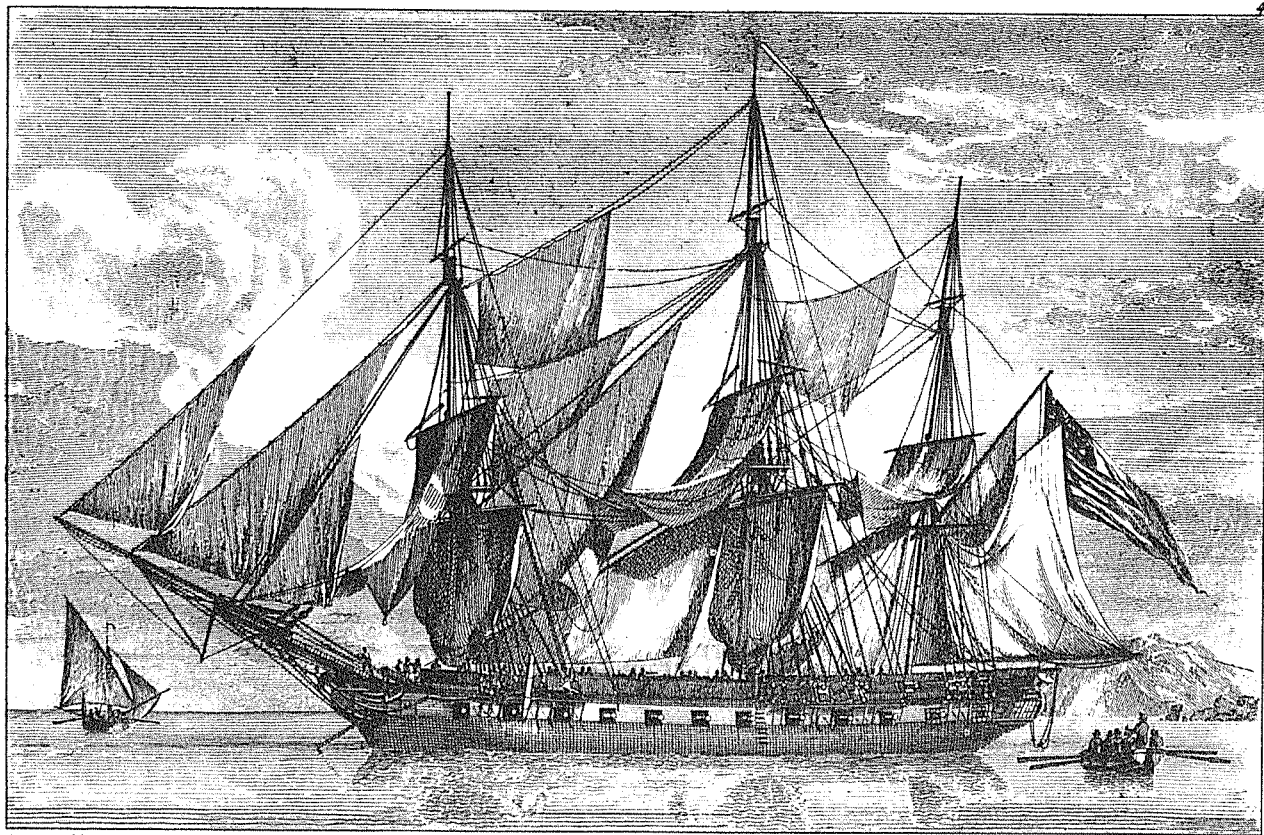
7 " between Decks

[NDA. Sec. State LB, 1798–1824.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy commanding, Monday, 11 August 1800

These 24 hours begins with fresh breezes & cloudy weather

At 1. P. M. brought too the chase, Sent the boat on board, She proved to be a Danish Brig from S^{to} Domingo bound to Copenhagen
At 2. Spoke the *Herald* & I went on board At 3. bore away in C^o



Dessiné d'après l'aquarelle

U. S. FRIGATE BOSTON.

et gravé par Baugren

with the *Herald* — from 4. to 6. moderate breezes & pleasant At $\frac{1}{2}$ past 6. I returned, hoisted the Jolly boat up — double reef'd the T. Sails & bore away fresh breezes —

from 8. to 12. moderate breezes & pleasant At $\frac{1}{2}$ past 3. A. M. Wore Ship to the N^e & W^e

At $\frac{1}{2}$ past 4. wore ship to the South^e & East^e At 6. discovered a sail to the South^e Set courses — at 7. Set T. Gallt. sails, at the same time discovered another — At $\frac{1}{2}$ past 7. fired a Shot & brought her too, At 8. hove too & sent the boat on board She proved to be a Danish brig from S^t Thomas bound to Jamaica — At $\frac{1}{2}$ past 8. filled away & made sail in chase of the other — fired 2. Shots at the chase Let one reef out of the T. Sails Less wind

At Meridian tacked Ship to the N^e & East^e still in chase —

Received one man from the Danish brig by the Name of Charles Foster —

[NDA, original.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, Monday, 11 August 1800

At $\frac{1}{2}$ past 3 PM. came to an Anchor under the Fort of Metanzas.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 11 August 1800

First part of these 24 hours strong breezes and hazy Weather rove the Jeer fauls & top ropes

At $\frac{1}{2}$ past Meridian Tack'd to the N^e & East'd At 2 made Sail At 6, P. M. the East end of Antigua N by E. —

At 7 P M Tack'd Ship to the South'd & East'd, and took the third reef in the fore and Main Topsails and close reef'd the Mizen D^e

At 7 A M Saw a Sail to the South'd & East'd let 2 reefs out the Top-sails & Set the Spanker At 8 point North Grand Terre bore S E by S 3 Leag's Set top Gal Sails —

At 9 Tack'd to the Northd & East'd at 10 Spoke the British Privateer *Teazer* and supplied him with a fish for his Main Mast — At 10 [11?] Made Sail at Meridian North point G. Terre bore S by E $\frac{1}{2}$ E 4 Leags —

Latt'd Obs'd 16.44 N.

[NDA, original.]

To Assistant Surgeon James Murdaugh, U. S. Navy, from Captain Alexander Murray, U. S. Navy

OFF CAPE FRANCOIS Aug^t 12th 1800

Doc^t J^r MURDAUGH

SIR It having been judged absolutely necessary to send our unfortunate sick Men on shore for the purpose of recruiting them or to endeavour so to do, I have appointed you to the superintendence of them & hope you will do every thing in your power for their relief & Comfort —

As soon as you get them into the quarters that will be prepared for them you will apply to our Agent (M^r Levy) for every thing necessary that you may stand in need off, you will provide nurses and every article of convenience as they may occur & keep a book to note down the same as well as the expenditures —

As your Men recruit, they will be rambling about and enter into imprudences, if you do not keep a good look out, you must therefore endeavour to impress upon their minds the importance of a relapse, as fatal to them, & have them taken up when ever they go astray,

I hope & trust you will acquit yourself judiciously in this charge & be as carefull as possible so that no unnecessary expences may be incur'd & in the course of ten Days at most I hope I shall be with you & find most of our Men in a state to be sent on board

I am

Yours &c &c

[NDA. A. Murray's LB, 1799–1805.]

To Midshipman William A. Duer, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Department 12 Aug 1800

M^r W^m A DUER

Mids^a New York,

SIR! If Lieut^t Ellison will apply to Cap^t Morris & request your release from arrest, his request will be granted Cap^t Morris, who is your friend, assured me that your conduct towards this gentleman had been so justly offensive, that your own honor, as well as a just regard to the discipline of the Navy, required that you should make concessions to him; and such concessions, as should dispose him to interfere for your release. He observed at the same time, that this gentleman would require nothing from you, inconsistent with your own honor

I am Sir yr ob^t S^t

[NDA. OSW, Vol. 4, 1800–1801.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 12 Aug 1800

Master Comm^t

J A SPOTTSWOOD of the *Delaware*, care of

Mess^{rs} RIDDLE & BIRD, N Castle Del.

SIR! The Ship *Delaware* is allowed, besides Commissioned Warri^r & Petty Officers, & a detachment of Marines which the Colonel of Marines will supply, if not already supplied — Forty five able Seamen at 17 Dollars p^t month & 41 ordinary seamen & Boys at from 5 to 14 dollars, according to merit — to be entered to serve one year from the ship's first weighing anchor on a cruise.

You must have your crew completed by the time the ship is prepared in other respects, for sea, but not much before.

You will suffer none to be entered but such as are sound & healthy & permit no indirect or forcible means to be used to induce Persons to enter the service.

Every person entered, must take an oath agreeably to the enclosed form.

You may allow two months advance, but previously take care to obtain responsible security to resort to in the event of desertion — The form in which this Security must be obtained is enclosed, — I also enclose blank forms of a Shipping paper & Muster Roll, which you will have kept with the utmost accuracy.

George Harrison Esq will supply the necessary monies to you, & you must advance to your recruiting officers, who must account to you. They will be allowed two Dollars, for each man duly entered, in full for every expence of recruiting.

Prior to sailing you will transmit your accounts & Vouchers to M^r Turner, Acc^t of the Navy, for settlement —

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from journal in handwriting of Captain Alexander Murray, U. S. Navy, (sworn by his daughter Catharine Stewart, February 3, 1846), 12 August 1800

The very distressed condition of Our crew rendered it absolute necessary to procure a situation for the Sick on Shore. I therefore sent Doct^r Henry on to the Consul to consult with him on the subject. At 3 PM Our Ships Cook died after lingering in the disorder a long time, he was a very steady clever fellow a great loss to us — At 9 AM Our Boat returned with letters from the Doct^r & Consul informing me that they had provided a comfortable place for the Sick. When we hoisted out our Launch and Rigged her up very comfortably for their accommodation, and sent Forty three of them On Shore, including Mr. Hart (my Clerk) Mr. Willis Midshipman and McDonald Our Carpenter, most of them in a very low debilitated state

[VA. Old Act Navy Widow Rejected 1316.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Tuesday, 12 August 1800

these 24 hours begins with fresh breezes & hazey weather —

At ½ past 1. P. M. tacked Ship to the south^d — At 3. Lost sight of the chase tacked to the N^d & East^d from 4. to 6. fresh breezes & cloudy At ½ past 6. up M. sail in T. Gallt. Sails & double reefed the T. Sails

At 8. saw a Large sail close aboard of us all hands to quarters, same time made the private signals of the Night & was answered by his Britannic majesty Frigate *Lowstaff* —

from 8. to 12. Light breezes & pleasant from 4. to 8. A. M. calm. at 5. discovered two sails to the East^d

At 10. fired 3. Shots at them & brought them too. At ½ past 10. spoke them they proved to be the *Lowerstaff's* boats which came alongside —

At Meridian grand river bore N. E. by N. dist. 5. or 6. Leagues, moderate & pleasant, people employed at sundries

[NDA, original.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 12 August 1800

Commences with very strong gales of wind trying under F. M. & Miz: Staysails. Comes on violent gales of wind from W & NW. Split fore topmast Staysail, M^a Storm Stay S¹ and Mizzen. Bent new fore & M^a Storm staysails. At 10 up Helm & scuded before the wind for the safety of the Ship — Violent winds and lofty Sea

Past midnight moderates made sail to the Northward. at 7 am only one sail in sight — in the gale stove Capt^a Bernard's small boat at our Stern. At 8 am, down Mizzen derrick.

Lat. Observed 34.32 S

Longitude in 32.23 E

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, Commanding, Tuesday, 12 August 1800

First part Moderate and hazy Weather

At 3, P, M, Tack'd to the South'd, the East end of Antigua N W by W 3 Leag's, at $\frac{1}{2}$ past 3 Saw a Sail to the S. E, At 4 Tack'd Ship, at 5 made Sail, At 6 the East end of Antigua bore West 2 Leag's, the South end S W by W $\frac{1}{2}$ W the North end N W by W $\frac{1}{2}$ W, At $\frac{1}{2}$ past 6 board'd the Ship *Sally* of and from Kenebunk to Antigua out 32 Days Wore Ship to the South'd & East'd —

At $\frac{1}{2}$ past 1, A, M, Squally haul'd the Main S¹ up, At 2 Carry'd away the Strap of the M. T. S¹ Tye Block, fitted a new one At $\frac{1}{2}$ past 5 Set the Main Sail At 6 Deserada bore South Dist 5 Leag's Saw a Sail bearing S S E, made Sail and gave Chace — At 8 Spoke the British Privateer *Duke of Kent* from Halifax 28 Days out Tho^a Parker Master at $\frac{1}{2}$ past 8 made Sail, At 9 Saw a Sail to Windward Set Main Top Gal Stay Sail and flying Jib At Meridian Deserada bore W by S 4 Leag's —

Latt'd Obs'd 16.23 N.

[NDA, original.]

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

[WASHINGTON, D. C.]

Navy Dep^t 13 Aug 1800

Cap^t SILAS TALBOTT
of the Frigate *Constitution*
care of Mess^{rs} S. HIGGINSON & C^o
Boston,

SIR, As soon as the crew of the *Constitution* is paid off & discharged, which must be the first thing done after her arrival, the business of her re-equipment must be commenced.

Your requisitions for monies & for every thing else necessary, to effect these objects, must be made upon Mess^{rs} Higginson & C^o —

You will instruct a proper Officer to attend at the settlement with & payment of the crew — to see that Justice be done to them, as well as to the United States — & your Purser must be careful to make the proper deductions for payments on Powers of Attorney, during the cruise — and the twenty cents per month to commence from the 1st

day of Sep^r last, agreeably to the act of 2^d March 1799 "for the releif of sick and dis-abled seamen"

As soon as the crew is paid off, you will be pleased to send on your Purser to this place with all his accounts and vouchers for settlement— & if you have any accounts of your own unconnected with his, you will be pleased to transmit them

If any of your Officers desire leave of absence &c &c See letter to Cap^t Morris page 91 [dated 23 July 1800]

[NDA. OSW, Vol. 4, 1800-1801.]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun,
U. S. Navy

UNITED STATES SHIP *President*
13 August 1800

SIR Lieutenant Lewis has not been on board since Yesterday a week past, altho I ordered him previous to leaving the East river, to be on board every morning, so as to report the state & condition of the marines, to me train them to their duty & oblige them to be always neat & clean, should he not be on board before Sunset of this day, It is my order that you arrest him, for disobedience of orders, this officer has had very extraordinary indulgences, on A/c of his wife being at New York, but my orders to him having been neglected and unattended to, I am compelled to a measure always painful & disagreeable to me, if this officer is arrested he is to deliver you his side arms, & remain confined to his chamber, untill further orders from me

I am Sir &c

M^r STERRETT

N B Deliver M^r Lewis a copy of this letter if he is arrested

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

[13 August 1800]

Extract from a letter from Madras, dated 13 August 1800, giving an account of the capture and re-capture of the *Friendship*

"After I had dispatched my letter of the 4th written off Masulipatam, the wind veered from the westward, and we were induced to get under weigh at which time, a ship and brig, were standing in for the roads.

"The ship we took to be the *Dædalus*, belonging to his Majesty, but proceeding farther to the Southward, we grew suspicious.

"At this time we saw a very large ship standing in for the Southward, which was generally believed to be a two decker, right a head of us, distant about seven or eight miles, both these vessels had blue colours flying. We consequently concluded they were consorts, and ceased to apprehend danger.

"When the first ship got into our wake, at that time about two miles off, she tacked after us.

"We had however no alternative; the course we stood in was that alone which prudence dictated; both vessels were approaching at the same time; we knew well that they were both enemies, it would be

impossible to escape, but in the event of the one we must first come in contact with, being hostile and the farther vessel proving English, though captured, we must soon regain our liberty, the force of the latter being so greatly superior.

"It was eleven o'clock when we weighed and made sail; at half past noon, the ship we first saw was about a mile from us; we therefore clearly perceived she was an enemy, although she still kept the blue flag flying; a little before one, they hailed us, desiring us to strike to a French privateer, but not to haul down our colours — an armed boat shortly after was sent, which carried the captain and another gentleman on board *L'Uni*, French privateer. By this time, we clearly saw that the large ship distant then about four miles, was the *Arrogant*. The Frenchmen luckily taking her for one of the large Indiamen, stood directly on till they came within two miles of her. The *Friendship* was about a mile off, under command of a prize master, standing to the northward. The privateer when too late, perceived her mistake, she neared very fast, and the closer she approached, the greater appeared to be the enemy's confusion; at half past three they were busily employed in throwing their guns overboard; they had carried previously however two abaft, and from these, five shot were fired at the *Arrogant*, whence an equal number was returned.

"It was now nearly 4 o'clock, and just as the *Arrogant* had prepared to pour a broadside into her, the privateer struck to the great mortification of the Frenchmen, and proportionate pleasure of the prisoners. The former but an hour before considered themselves certain of immense wealth in the capture of a valuable Indiaman. We poor fellows were reduced to distress by the loss of our vessel and of our liberty; but the breeze of fortune shifted, and the vanquisher became vanquished.

"The *Friendship*, by this time had proceeded 5 or 6 miles from us; but taking the first opportunity of getting on board the *Arrogant*, we explained her situation to Capt. Osborne; he ordered us to return to the privateer, and use our utmost exertions in proceeding after her with this of course we cheerfully complied. The prisoners were properly secured; at 6 we made sail and at 11 we had the pleasure to see the *Friendship* possessed, by an officer and men of the *Arrogant*.

"Whilst on board the privateer, it was seen by their Journal, that if we had been as near to the land on the 27th ult. as we supposed, we must have fallen in with her, as she had been cruising off Madras for 26 or 27 days previous to capturing us, sometimes to the northward, and sometimes to the southward. The *Helen* fell to the Frenchman, a few hours after she had left Madras. A brig had also been taken, which was in co. when the *Friendship* was laid hold of. We arrived here (Madras) yesterday the 13th, extremely thankful that we were landed in a British, not a foreign settlement, as once we expected.

[LC, "Salem Register" (Salem, Mass.), 12 February 1801.]

To President John Adams from Secretary of the Navy

[Washington, D. C.]
Navy Dep^t — 13th Aug^t 1800 —

PRESIDENT OF THE UNITED STATES

I am honoured with your letter of the 31st Ult^o and have in consequence directed a remittance to be made to Doct. Putnam of 10000 doll^s towards the purchase of ground for a Ship Yard and a Dock Yard at Charlesto[w]n —

On the subject of the purchase of the 45 acres of Ground at Charlesto[w]n, for a Ship Yard and Dock Yard, I beg leave to observe that there has been no special appropriation for the purchase of ground for Navy Yards, nor for erecting Wharves, but as the Laws direct six 74 Gun Ships to be built, & it being impossible to build them without suitable Wharves and as it would be a waste of the Public Money to erect Wharves on private property, it has been presumed that a reasonable construction of the Law, would justify the purchase of a sufficient quantity of ground for a Building Yard —

Under this idea, I stated to Congress during the last Session, when called upon to designate the objects on which the money appropriated for the building of the 74 Gun Ships would be expended in the course of the present year; that 200,000 dolls — would be laid out in the purchase of Ground for Navy Yards, and in the erection of Wharves; It was after giving this information, which appeared satisfactory, that I had the honor to make my report to you, Sir, on this particular subject, which I now take the liberty again to enclose.

I observe that the order contained in your letter, includes both the objects of a Building Yard and a Dock Yard — but as it is supposed that 10 acres where the price of Ground is high, may be sufficient for a building yard, and that 14 will be more than sufficient for a Dock Yard. I take the liberty to suggest for your consideration, whether under the circumstances of there being no special appropriation for building yards, and the additional circumstance, that 200,000 Doll^s is the largest sum which has been represented to Congress, as necessary to expend in the purchase of Ground for building yards, and Wharves, it may not be best to confine the purchase to be made at Charlesto[w]n, to a smaller quantity of ground, than 47½ acres, which I fear will cost at the very least 50,000 Doll^s and the expence of a Wharf, at a place where the channel is so distant from the shore will be nearly as much more.

Enclosed is a plat of the whole 47½ acres. the dotted lines describe 24½ acres, represented by M^r Humphreys as sufficient for both a building Yard and a Dock Yard; but it certainly was his opinion that the whole 47½ acres would do still better; I am clearly of the same opinion, and would not now trouble you on the subject, were it not for my apprehensions, doubts might arise whether the expenditure of so much money under the circumstances stated might be proper. The Heads of Departments concur in the opinion that there is reason for these apprehensions, and advise me to submit the subject again to your consideration.

That no more time however may be lost, and there has already been too much delay, occasioned by indisposition, since my receipt of the Act passed by the Legislature of Massachusetts, I have now the honor to enclose two letters for Doct^r Putnam — one directing a

purchase of the whole 47½ acres and the other the purchase of only 24½ acres —

Should it be your ultimate decision that the largest quantity shall be purchased, M^r Shaw will be pleased to enclose the Plat in that letter & send it to Doct^r Putnam or in the other letter, if you should judge it to be best to purchase only the smallest quantity.

I am &C

B — S —

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

To Aaron Putnam, Charlestown, Mass., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 13th Aug^t 1800 —

D^r AARON PUTNAM

The President having determined that the “47½ acres of Ground at Charleston described in the Plot herewith sent” — should be purchased for a Ship and Dock Yard — I have the honor to request that upon satisfying yourself of the goodness of the Titles you will make the purchase, taking deeds to the United States for the same, which after having recorded you will be pleased to send on to me. Knowing your desire to serve the Public and having your opinion of the value of this property and the prices at which it may be obtained, I will only observe that these prices must not be exceeded — the fund out of which the purchase is to be made, being very limited.

I have already remitted you 10,000 dollars on this account and will remit the residue when I am informed you want it.

I am &C

B — S —

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

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Wednesday, 13 August 1800

These 24 hours Moderate breezes, Latter part Calm —

At 1. P. M. discovered a sail to the N. N. W. set Steering Sails & loosed a reef out of the T. Sails — At 2. in Steering Sails. & ½ past d^o hoisted the Cutter out Saw the schooner was anchored in grand hasier haul'd on a Wind to the S. W. —

At ½ past 4. Saw another sail to the South^d & West^d — At 8. the Diamond Rock bore N. N. W. dist. 2. Leagues, Light airs inclining to Calms —

From 8. P. M. to 9. A. M. Calm with a little rain & hazey — At 8. A. M. sent the Cutter ashore with the Pilot for fish — At ½ past 4. chased a schooner into the Mouth of Arguin harbour —

At 8. Pagua Island bore N. N. E. dist. 3. or 4. Leagues & Orange Key N. W. by W. dist. 3. Leagues, at the same time hoisted the Steering Sails up to Dry — At ½ past 9. the Cutter returned, saw a schooner running down the shore at 10. fired two guns at her She running then into S^t Louis At 11. came to in S^t Louis with the small bower in 13. fathoms Water, the Town Bearing North dist. 2. Miles handed the Sails & cleared the Deck.

[NDA, original.]

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

Moderate breezes and Clear Weather — at 1 parted company with the convoy up Main Top G^t Yard and made all plain Sail our State of Provisions being as follows Viz. Beef none Pork 14 Barrels Rum 60 Gallons put the Ships Company on half Allowance of Spirits —

At 6 fir'd a Gun to Bring too a Sail passing to Windward Shortened sail and boarded her an American Brig from Batavia bound to Baltimore

At 8 sundown saw a Strange Sail to the Westward Appeared Suspicious wore towards her

The Night Being Cloudy could not see her —

Middle part light airs and Vble

At 3 a breeze sprung up from the SW bore to the NNW

At 10 the wind Veer'd round to WNW with light squalls and Rain Saw several sail standing to the Southward At 11 Gave Chase to the Eastward

At 12 the Chase ENE distant 6 or 7 Miles —

Latitude Observed 37° 46' North

Longitude 74° 5' West

[NDA photostat.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 13 August 1800

First part Moderate and pleas^t at $\frac{1}{2}$ past Meridian Spoke the, U, S, Schooner *Enterprise*, Capt^t Shaw Visited hove too with Ships head to the South'd

At 6 P M Deserada bore W by S dist 2 Leags —

At $\frac{1}{2}$ past 8 Squally with rain —

At Midnight Moderate and Cloudy Tack'd Ship

At $\frac{1}{2}$ past 12 Set the Main Sail —

At 5, A, M, Squally At 6, A, M, Tack'd to the North'd

At 8 Deserada bore W, S, W, 5 Leags

At $\frac{1}{2}$ past 10 made Sail and bore away —

At Meridian Deserada bore S W by S 6 or 7 Leag's Light Winds and pleas^t Weather —

Latt'd Obs'd 16.42 N.

[NDA, original.]

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

NEWPORT Aug^t 14 1800 —

SIR — The Ship *Russell* William Wood master arrived here this day from the Isle of France, and being subject to the operation of the Act entitled an "Act further to suspend the Commercial intercourse between the United States and France, and the dependencies thereof" We beg leave to state the facts relative to her —

The Ship & Cargo are owned by Mess George Champlin Caleb Gardner Peleg Clark, James Robinson, William Wood & ourselves all citizens of the United States residing at Newport — She sailed from this Port March 10. 1799 — for Batavia, on the 8 Aug^t [1799]

while lying off Angre point on the Island of Java under the guns of the fort, she was captured by the French privateer *La Hazard* commanded by James Peroud — all the people belonging to her (excepting the Captain & Supercargo and two boys) were taken out of her and sent on shore at Batavia. — The Ship was carried to the Isle of France and after several trials in the Courts at that Island, she was acquitted and delivered up — The Captain endeavoured to Ship a Crew for her to proceed to Batavia, but without effect, and was under the necessity of procuring a Crew to return with her from the Isle of France to the Port — Having expended about 13,000 dollars in obtaining her release & for her outfit; he invested the residue of the funds we had in said Ship in Coffee, Cotton, Pepper &c — and laded the same in said Ship between the 2^d & 27 March, and sail[ed] from the Isle of France on the 16 April last —

It will appear evident from the date of the passing said Act — that the Captain could have had no knowledge of it, and that the circumstances of the purchase of said Cargo, it was the only alternative; We therefore request, that permissions may be given for the Entry of said Ship & Cargo, and that the same may be released to us & the other owners The Collector of this Port will transmit the protest & other papers relative to the *Russell*, and will circumstantially state the facts as they appear to him —

We beg leave to observe, that the Ship from the length of the Voyage is very leaky, that it is of importance for the preservation of the Cargo that we should have your decision as early as possible —

Hon^d OLIVER WOLCOTT Esq
Secretary of the Treasury —

[Newport HS. Gibbs & Channing LB.]

To President John Adams from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 14th Aug^t 1800 —

PRESIDENT OF THE UNITED STATES

I am honoured with your letters of the 3^d & 6th Inst — I have in consequence of the first, written to Captain Morris & to Mr. Duer, and have no doubt the business respecting M^r Duer will be so managed as to admit of this young Gentleman's release without injury to the Discipline of the Navy. L^t Elison, who has been most offended by M^r Duer, and who caused him to be arrested, will I expect, on proper apologies from M^r Duer intercede for his release —

A Commission for M^r Potter and a Warrant for M^r Haswell as Midshipman shall be forwarded tomorrow —

I am &c

B — S —

[NDA. Nom. Appts. LB, 1798–1820.]

Extract from a letter from the Surgeon of the U. S. Ship *Warren* to a friend in Newburyport, Mass., concerning the epidemic of Yellow Fever on board

14 AUGUST 1800

"This paltry page can give you no idea of the alarming, solemn scenes, we have experienced on board the *Warren*, since I wrote you. My pen, thank God, has never been accustomed to such a task, and is now unequal to it. In the month of June rains became more frequent; our crew, who were hitherto in general healthy and robust, I found now beginning to have evident symptoms of an increasing universal debility. After a stay in Havanna of ten days, during which time the port was very sickly, we sailed for Vera Cruz. One had already died of the fever; and one I left convalescent. As we proceeded down the Gulf of Mexico, the rains and squalls became more frequent and violent, and the heat of the sun more intense. Fifteen or twenty of our men were soon taken down; and here began a scene of calamity which I cannot pretend to describe. In this melancholy situation we arrived at Vera Cruz. Here I had a fine hospital, and every accommodation that foreigners could expect. Of forty whom I took ashore four only died, and one of them was in the last stage on leaving the ship. On our return to Havanna, the weather became uniform, tho' generally calm and sultry; yet as we suffered no alternatives, the sickness abated, and new cases seldom occurred. From first to last we have had upwards of ninety sick of the yellow fever, thirty eight of whom died. Accident and other diseases have increased the number of deaths on board the *Warren* since last December to forty two! My favorite treatment and principal dependence was calomel; which in the hospital where I had a fair chance, succeeded to admiration.

"A few days ago the fever appeared on board the *Ganges*, cruising on the Havanna station. As the men were falling down rapidly, and five had already died. Capt. Mullowney, after a consultation with his officers, determined on returning immediately to America. He probably sailed this day."

(The mortality on board the *Warren*, has been peculiarly severe on this town [Newburyport]. In the death of Capt. Newman and his only son, a sprightly active youth, his widow and children have met an irreparable loss; and his aged parents are deprived of a great support and principal hope on this side the grave. Several of the most promising young men among the deceased, have mourning relatives in this town — whose brightest prospects of earthly enjoyments are suddenly levelled with the dust.)

[LC, "Claypoole's American Daily Advertiser" (Phila.), 22 September 1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Thursday, 14 August 1800

This 24 hours begins with moderate breezes & pleasant weather — At 1 p. M. I went ashore — At 4. Town of St Louis bore N. W. by W. dist. 4. Miles — From 4. to 8. fresh breezes & Squally at $\frac{1}{2}$ past 4. sent down top G. Yards At 10. P. M. I returned in the Cutter with two hands —

Ordered M^r Peterkin 1st Lieutenant with the Boat's crew to go on board the French Schooner that we had chased in & bring her out as

she had left M^r Walsh Midshipman & M^r Menier Capt. Clerck & 4 hands of the boats crew in possession of her with our Pilot — At $\frac{1}{2}$ past 10. the cutter returned with the Pilot & the Coaxwain who informed them, that the People belonging to the Schooner had rose on our people & had taken the Schooner from them & that they had escape in a boat that was along side, Maned & armed both boats & sent them in Search of the Schooner At $\frac{1}{2}$ past 11. the Jolly boat returned & informed us that she had seen the Schooner go out round the point of Pigeon Island with a fresh breeze — At d^o got under way & stood out from 4 to 8. Light Winds Variable at 8. a Schooner in sight gave chase, at 6. she run into grand bay the Cutter close to her At 8. the cutter returned & informed she was bound to Jacquemel from Aux Cayes. At 10. run into flaming's bay & sent the cutter ashore to the Fort. At 11. she returned. At 10. Made the Signal of the day to the ship in sight which she ans^d

[NDA, original.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*. Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 14 August 1800

First part fine Weather and pleasant At $\frac{1}{2}$ past 1 Tack'd Ship to the North'd and East'd in Chace At 4, P, M, Deserada bore S S W 9 or 10 Leag's At $\frac{1}{2}$ past 4 Deserada bore S S W $\frac{1}{2}$ W 10 Leags At 8 P, M, took in Stay Sails, At 9 Board'd the Sloop *Linnet* from Barbadoes to Bermuda 3 days out Samuel Beek Master. At $\frac{1}{2}$ past 9 Wore Ship to the South'd and West'd and made Sail —

At 4 A, M, Saw point North bearing S S W Wore Ship and stood off, At $\frac{1}{2}$ past 5 Wore Ship and stood in, Saw a Sail on the Weather Bow made Sail and gave Chace, At $\frac{1}{2}$ past 6 Tack'd to the Northd Saw 2 Sail Bore away, At 8 Exchanged Signals with a British Brig of 18 Guns, At 9 Spoke the U States Ship *Connecticut* —

At meridian the West end of Antigua North the East end of Montserrat S W by W —

Latt'd Obs'd 16.55 N.

[NDA, original.]

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

U: S: FRIGATE *Constellation*
off the Cours Passage Augt 15th 1800

BENJ^d STODDERT Esq^r

SIR The inclosed is a Copy of my respects [of 31 July 1800] favored by M^r Mead after an unsuccessfull range among the Keys for Nine Days I returned to the Cape & found the french Vessels Still Laying there.

I fully intended on my return to have went into the Harbour to try to Secure my rudder but by Letters from Doctor Stevens, I am advised of a number of Valuable Vessels there ready to Sail for America I thought it a matter of great moment to accompany those Vessels thro' the passage, especially as I had but lately prevailed upon the Commander of the *Lowestaffe* Frigate to let our Vessels pass unmolested that were then in Company with me, & hope to have the Same Courtesy paid me now, for we are to Consider them as matters of

favor under our present Instructions, & hope my rudder will not get worse in the interim, after Seeing those Vessels Clear I shall return through the Cracked Island passage, in hopes of meeting the French Vessels on my return & Shall then go into the Cape

As Clamor hath a thousand Mouths, you will no Doubt hear of my having, a Very Sickly Ships Crew, but lest the report Shoud be exaggerated I will acquaint you with our present Situation

We had Scarcely got over the Small Pox when Soon after our leaving Martinique The Flux began to rage among the Crew from what Cause we are ignorant, for a Cleaner Ship is Seldom Seen than ours, & as good medical attendance as is usual, however, with all our Care from that time to the present we Buried Twelve who Died of the Disorder, & as it Continued to rage I thought it adviseable to Land all the Diseas'd which I did Do in my Launch (as I thought) placing them in a Comfortable House with one of the Doctors mates to attend them forty three in Number but Since that we have Discovered Eight other Cases, Six of which I have Since landed My Clerk was amongst the Number & Soon after Died

I Have not heard any thing from our other Vessels Since my late Instructions to them I expect to return to the Cape in Six Days when if any thing further Occurs you will hear from me —

with the greatest respect

I have the honor to be

Your mo: ob^t Ser^t

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

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

[WASHINGTON, D. C.]
Navy Dep^t 15 Aug 1800

L^t BENJⁿ HILLAR
of the *Pickering*
New Castle — Del:

SIR, Having already furnished you with all the necessary instructions for the government of your conduct on a cruise, it only remains for me now to direct, that taking under your convoy the Provision ship *Florida* & such Merch^t Vessels as may be ready to sail with you, you proceed to Join our Squadron on the Guadaloupe station, rendezvousing at S^t Kitts.

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

After performing this service, you will cruise in the vicinity of Guadaloupe, until you fall in with Cap^t Decatur, or the commanding officer — on that station, under whose command you are to act until further orders.

I am &c^t

[NDA. OSW, Vol. 4, 1800-1801.]

To Captain Stephen Decatur (Senior), U. S. Navy, or Commanding Officer on the
St. Kitts Station, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 15 Aug 1800

Cap^t DECATUR or the Comm^r Officer on the

St Kitts Station — by the *Pickering*

SIR! The brig *Florida* sails under convoy of the *Pickering* with provisions, some cordage & junk, for the squadron under your command. I hope also she will take a Foretopmast for the *Phila*^s as I have directed one to be sent if it can be done without detaining the *Pickering*.

Should the *Florida* fall in with you prior to delivering the Provisions &^e to M^r Clarkson, you will please have taken on board your Vessel at once her proportion, & order the same to every other Vessel of the Squadron immediately with you, & let the residue only be delivered to M^r Clarkson — This will save storage &^e

Mr. Harrison will forward by the *Pickering* an invoice of the Provisions &^e shipped in the *Florida*.

I have the honor to be,

Sir: your mo. ob: S^t

[NDA. OSW, Vol. 4, 1800–1801.]

[About 15 August 1800]

Signals to be Observed by the Vessels under Convoy of the U. S. Frigate *Constellation*

1. For the Vessels of the fleet to keep close in the rear of the *Constellation*, An American Jack at the Miz. top. Gall^t Mast head.

2. Should any of the fleet observe any dangerous shoals, if in the day time they are to hoist an American Ensign at the Fore top Gall^t Mast. head.

If In the night time they discover danger they are to hoist one light at three different times two Minutes interval.

P^t Signal for each Vessel to make the best of her Way, American Jack Main top Gall^t Mast head.

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]

Navy Department 15 Aug 1800

L^t JOHN LOVE

Prize Master of the

Schooner *La Fortune*, care of

Mess^{rs} RIDDLE & BIRD,

SIR I have received your letter of the 11th ins.

As soon as the regulations of the Health Laws will permit, you will proceed with the Prize schooner *La Fortune* [*] to Phila^s, and put her into the hands of George Harrison Esq^t, if there is no Prize Agent appointed.

The men with you from the *Ganges* must be discharged, as they can be released from the Prize, without an opportunity offers at once of sending them again to the ship free of expence to the Public — If

they have their accounts with them, certified by the Captain & Purser, they must be paid off on application to M^r Harrison — If they have not their accounts they must remain unpaid until the arrival of the ship, or their accounts are sent in.

With respect to yourself, your services are no doubt necessary on board the ship — You will be pleased therefore to embrace the first opportunity of joining her.

I am &c

[*Captured by U. S. Ship *Ganges*, 29 July 1800.]
[NDA. OSW, Vol. 4, 1800-1801.]

[15 August 1800]

Concerning the French Schooner *La Paulina*, captured by the U. S. Schooner *Enterprize*

(Baltimore, Md. 20 September 1800) — “Arrived this day Schooner *La Paulina*, Thomas, prize-master. Was captured by the United States Schooner *Enterprize*, capt. Shaw, on the 15th August off Deseada. She mounted 4 guns, which she threw over in the chace, and had 38 men”.

[See Protest of Thomas Atwood of the *Washington*, under date of “8 & 13 August 1800.” This gives date of capture, 13 August 1800.]

[N. Y. Commercial Adv. New York, 2 Oct. 1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Friday, 15 August 1800

At 1. P. M. fired a gun & made a signal to Speak the Ship, which was answered At $\frac{1}{2}$ past d^o the ship's boats, came alongside, who informed us that she had taken the Schooner at 4. A. M. & sent the people ashore to Aux Cayes in a canoe, tacked & stood for Aux Cayes — At 3. fired two shots at a schooner bound into Aux Cayes —

At $\frac{1}{2}$ past 3. came too with the small bower in 9. fathoms — the Town of Aux Cayes bearing S. W. dist. 2. Miles & the West end of Isle of Vash S. by E. dist. 3. Miles —

At 4. I went a Shore with the cutter — At 7. she retur^d with M^r Walsh & four of our men, with four other Seamen by the names of Francis Jones, John Draper, James Shaw & James Thomas. —

At 8. the Cutter went ashore, & at 11. returned with M^r Menier — At 5. A. M. the Cutter went on shore at 7. I returned — At 8. hove up & got under way. from 8. till 12. moderate breezes & pleasant, made several tacks between the Isle of Vash & Hispaniola —

At Meridian the West end of the isle of Vash bore S. W. $\frac{1}{2}$ W. dist. 5. Miles. —

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 15 August 1800

the first part Moderate and Pleasant Saw two Gun Boats coming out the port Jaruca Hoisted our American Colours the fort of Jaruca Fired 2 Guns the Gun Boats fired 7 Shot at us not having Desires of Enmity hove to one of the two came within Long Hail Asked What Ship we were Received an Answer and Left us we made Sail

at 6 P M the Moro bore W b S 2 Leagues Distance
 at 7 took in all Light Sails
 Middle part Pleasant Weather Lay by with the Main T Sail Aback
 Wore Ship Occasionally
 at 5 A M the Rincon bore South 2 Leagues Distance it being 6
 Leagues East off Havana bore down for the Havana
 at 8 A M abreast of the Havana Harbour Lay by for the sea Breeze
 at 11 A M Anchored in the Havana with the Larboard bower
 Moored with the Stream and Kedge Stern up the Harbour
 at 3 P M Capt Newman Died he was Sent on Shore to be Honorably
 Entered in the Church

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

[16 August 1800]

Concerning a Mutiny on board American private armed ship *Providence*, Captain Adams, to whose assistance Captain Thomas Truxtun, U. S. Navy, sent boats from the U. S. Frigate *President*

On Saturday morning last, a Mutiny broke out on board the letter of marque ship *Providence*, of 34 guns, Capt. Adams, lately arrived from Barcelona. This ship put in here [New York] for provisions, being bound to Philadelphia; the Seamen refused to proceed to the port of destination, after a proper supply of provisions was obtained, or to do any duty, and behaved in the most abusive and threatening manner to the Captain — which induced him to fire three alarm-guns, when the U. S. frigate *President's* boats were sent on board armed, and took out ten of the Ringleaders, whom Commodore Truxton has put in close irons. The remainder of the crew have returned to their duty, and behave obediently to their officers.

[LC, "Connecticut Courant" (Hartford, Conn.), 25 August 1800.]

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

[WASHINGTON, D. C.]

Navy Dep^t 16 Aug 1800

STEPHEN DECATUR Esq^r of the *Phila*^a —

or the Comm^d officer on the Guadaloupe Station

SIR Cap^t Rodgers of the ship *Maryland*, remained on the Surinam station, by the last accounts I heard from thence.

In my letter to you of the 5 Ap^l I requested you would write to him by different conveyances to Join you. I have now to request that you will by every opportunity write him to return to Baltimore.

I have the honor to be &c^t

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 16 August 1800

[St Kitts.] First part of these 24 hours Moderate and pleasant, Employ'd fleeting and Setting up the rigging fore and Aft — sent the Prisoners on Shore At 7, A, M, got Underway At ½ past 9 came too in Old Roads Employ'd filling Water and Sundry other Jobs —

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Lieutenant Joseph Strout, U. S. Navy, commanding, Saturday, 16 August 1800

The first part Moderate and pleasant
 at 3 A M Samuel Johns Died
 All Hands Employ on Blacking Mast and Spars Cleaning out the Hold for Water
 at 9 A M fired A Mourning Salute of 15 Guns at the Funeral of Capt Newman
 The Day Ends Pleasant Weather put Caleb Witman in Irons of [for] Getting Drunk
 [HS of Old Newbury, Mass. NDA photostat.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy commanding, Sunday, 17 August 1800

The first part of these 24 hours Light airs the *Herald* in sight —
 At 1. P. M. spoke her I went on board, out sweeps & got the boats ahead to tow the Ship into S^t Louis.
 At 4. P. M. came too with the small bower in 7. fath. water moored with the Kedge to the East^d The town of S^t Louis bearing North dist. ½ mile
 At 6. I went on shore, at ½. past 7 I returned Light breezes with hard rain
 Middle part Light airs off the Land
 At 8. A. M. sent the boats wooding & watering —
 At Meridian Moderate & pleasant In S^t Louis Bay —
 [NDA, original.]

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 August 1800

Stiff gales and smooth sea: Continue our chase At ½ past 4 pm, came up with her, who proved to be the *Nancy* of Baltimore one of our Convoy. Reefed T sails and handed M^a Sail. Gave chase to a Ship to leeward of us. At 7 spoke her who was the *Hebe* one of our Convoy. At 4 am pleasant and Steady breezes, hauld up NW & made Sail. At ½ past 5 am set M^a & Miz: T M S sails. At 6 set the Jib and let a reef out of M & Mizen T sails & Set Mainsail. At 11 comes to blow strong gales. In Jib and Staysails. Close reefed T sails fore and aft. In hauling up M S^t a point split it. Sailmaker employd in mending it
 Lat. Observed 36.22 S
 Longitude in 22.0 W
 [LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Sunday, 17 August 1800

At 6 AM unmoored Ship and proceeded to Sea Crew very sickly
 [NA.]

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

[WASHINGTON, D. C.]
Navy Dep^t 18 Aug 1800

Cap^t THO^s ROBINSON
New York,

SIR, I have received your letter of the 14th ins. Immediately on receipt of this, you will be pleased to assume the command of the ship *Adams*. You will have a complete Inventory of the *New York* her Stores &^e of any species made out, which you will deliver over to Cap^t Morris, who will succeed you in the command of that ship, a duplicate of which inventory with Cap^t Morris receipt, you will transmit to this office — It will no doubt be desirable to all parties concerned that each of you should take with you, some of the officers who have already served with you — in that case, you may make such arrangements as shall be mutually agreed on. As soon as may be after you have the command of the *Adams*, I request that you will let me know her present situation with respect to equipment for another cruise, & the shortest time in which you consider she may be ready for sea, & furnish Mess^{rs} J & E Watson, if it has not already been done, with Indents, at once, of all her wants in every department. Let me also have a return of all your Officers, that I may be prepared to provide others by the time they are wanted.

I will send you your recruiting Instructions by the time you are ready for the men.

I am &^e

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 18 Aug^t 1800

Cap^t RICH^d V MORRIS
New York

SIR, Immediately on receipt of this, you will be pleased to assume the command of the Frigate *New York*. You will have a complete Inventory of the *Adams*, her stores &^e of every species made out which you will deliver over to Cap^t Robinson who will succeed you in the command of that ship — a duplicate of which Inventory with Cap^t Robinson's receipt, you will transmit to this office. It will no doubt be desirable to all parties concerned, that you should each take with you, some of the officers who have already served with you — In this particular, you may make such arrangements as shall be mutually agreed on.

As soon after you have taken command of the *New York* as may be, I request that you will let me know her precise situation with respect to equipment, and the shortest time in which you consider she may be ready for sea — and furnish Mess^{rs} J & E Watson at once with Indents of all your Wants, in every department. Let me have also a return of all your Officers, that I may be prepared to provide others by the time they are wanted — I will send you recruiting Instructions as soon as you are ready for the men.

I have the honor to be &^e

[NDA. OSW, Vol. 4, 1800–1801.]

[18 August 1800]

Letter of Surgeon William Turner, U. S. Navy, of the U. S. Frigate *General Greene* concerning health conditions on cruise commencing 23 September, 1799 and ending 15 July, 1800

Existing circumstances making it a duty in me, to give a candid statement of the situation of the crew of the *General Greene*, as to disease, for some time previous to her arrival in Newport, and since that — the following is offered, as perfectly correct: — No instance of fatal termination of disease had occurred on board during her last cruise, which commenced Sept. 23, 1799, until July 15, 1800; a period of almost ten months.

July 11th, the ship came to anchor at the Capes of Virginia, and lay there until the 14th; the weather being calm, and so excessively warm, that several persons, whose duty called them from under the ship's awning, fell suddenly on deck, and were helpless for some time, but in a few hours recovered.

During this time the ship had water frequently let into her hold, and pumped out again; — was frequently washed between decks; fumigated, sprinkled with vinegar; and ventilated, as much as possible, by air sails. — These methods of preserving purity of air on board, had been practised from the commencement of the cruise, with the addition of frequent white-washing between decks. — July the 14th, the day the frigate left the Capes, one of the crew was seized with a fever, which terminated fatally on the 19th, with the malignant symptoms of *yellow skin* and *black vomiting*. — On the 15th, at 8 o'clock, A. M. another of the crew was seized with a fever, which terminated likewise fatally, with the same malignant symptoms, in 18 hours. — Five others about the same time were seized with fever, with less alarming symptoms, and all soon recovered.

July the 21st, the frigate anchored in Newport harbour, when there was not one person on board but was able to walk the deck — And only one but might have done ship's duty, if circumstances had required it. — The situation of the ship, as to health, at the time was reported to the Town Council, as well as the two fatal cases of malignant fever that had recently happened. — A Quarantine was imposed, which continued 48 hours. — means of purifying the air on board were continued. — July the 28th, the frigate was hauled along side of a Wharf, at the North-end of the Town, where she has been ever since.

The men, whose terms of service had expired, were discharged. — About 20 marines, and a few seamen, only remaining.

Since the arrival of the ship, three persons belonging to her have died of a fever, to which they were pre-disposed by excessive intemperance. One of the persons have died of intemperance alone — Three persons, who had belonged to the ship, have died of a fever, several days after being discharged in New-port — and one lad in Providence — I would add, that in those cases, that have come within my knowledge — disease had been invited by the excessive use of ardent spirits, and by other imprudences: and that nothing like a specific contagion has manifested itself among the nurses, or attendants of the deceased.

The ship has for several days had her ballast removed; — has in the most thorough manner been washed, scrubbed, and fumigated in

every part; — has been white-washed between decks, and in her hold; and is at present in a state of the most healthy cleanliness.

It is disagreeable to be under the necessity of taking notice of some errors which have appeared in a late publication, under the signature of "*Caution*" — The copy of the request of the town-council of New-port, addressed to Doctor Bartlett, is scandalously erroneous: — Instead of a general request "to examine the state several officers and crew ill of a fever belonging to the *Gen. Greene*;" — The vote of the town-council was precisely as follows.

"*It is voted, &c.* That Capt. Wanton be requested to call on Doctor Bartlett, and desire him to call and see the man at Mr. Barlow's, Mr. Boss's son, and Mr. Weavers boy — and make report directly of their cases, to the President of the town-council."

Any liberty of visiting and reporting any others, that Dr. Bartlett took, he ought to have the credit of assuming; — As he was unauthorized, by any vote or request of the town-council.

The man at Mr. Barlow's, who was not "a Midshipman," but a seaman, and who had left the ship several days before, had a malignant fever, of which he died three days after. The other two persons, who had likewise been on shore several days, were convalescents from a common bilious fever, and in a few days were walking the streets. — There was but one person on board who had any feverish complaints, and his were very slight, and the next day he was walking the streets of New-port; so far was he as well as Mr. Boss's son and Mr. Weaver's boy from having "a putrid pestilential fever."

It would have been better, that Mr. *Caution* had been a little more correct in his statements; — he might not then have been under the necessity of withholding his name from the public.

WILLIAM TURNER, *Surgeon*
of the U. S. Frigate *Gen. Greene*.

NEW-PORT, Aug. 18, 1800.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 3 September 1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Monday, 18 August 1800

These 24 hours begins with moderate Breezes & pleasant weather —
At 8. P. M. Completed Watering —

Middle part Light airs off the Land —

At 4. A. M. unmoored, at 5. d^o hove up & got under way running down for Fleming's bay —

At 8. A. M. Came to anchor with the small bower in the mouth of Fleming bay —

At 9. squally with hard rain, hove up & run into Fleming bay, came too with the small bower in 4½ — fath. Water, the West end of Isle of Vash bore S. by W. dist. 6. or 7. Leagues — At d^o sent the Cutter ashore to Aux Cayes — At 10. heavy squalls sent down T. Gallt. yards & housed T. Gallt. Mast. — At Meridian fresh breezes & Squally with hard rain.

People employed at sundries Jobs about the rigging —

[NDA, original.]

Extract from journal of Lieutenant John Muliowny, U. S. Navy, commanding U. S. Ship *Ganges*, Monday, 18 August, 1800

At ½ past 2 PM came to just abreast the Mora Found laying there the U. S. S. *Warren*

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 18 August 1800

First part of these 24 hours fresh Breezes & hazy

At 7 P M Weighd and got underway stood off and on under easy Sail and got the Boat in. At 11 Cap^{tn} Campbell left us with his Dispatches made Sail and stood to the S E —

At 5, A, M, Saw a Sail a head made Sail & gave Chace At ½ past 5 Tack'd to the North'd & Eastd, At 6 boarded the Sloop *Lark* from Guadaloupe to S^t Bartholomews Loaded with Sugar Coffee & Cotton At ½ past 6 made Sail to the Southd & East'd At ½ past 7 took in top Gal Sails —

At 8 Nevis bore N ½ E 10 Leags Unbent Cables Employ'd Stoweing away Provision &°

At Meridian fresh Trades and hazy Weather

Latt'd Obs'd 16.30 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Lieutenant Joseph Strout, U. S. Navy, commanding, Monday, 18 August 1800

Pleasant Weather the first part people Employd on Sundry parts of Ships Duty Latter part Squally the U S Ship *Ganges* Arrived in this port

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

[19 August 1800]

Extract from letter from Captain Haggard of the American merchant ship *Louisa*, to his owners

GIBRALTAR, August 27th, 1800.

"On the morning of the 11th inst. we made Cape Spartal, after a favourable, though rather slow passage — the next day the wind changed to the eastward, and blew with such force, as to keep me and several vessels then in sight, beating on and off for nine days. On the evening of the 19th it changed and came round to the Westward; but it was so light, that though we did every thing to make the best advantage of it, we found ourselves at day light but a small distance off Tarriffa. At the same time we discovered several French and Spanish privateers and gun boats making the best use of their sails and sweeps to get out. There were then 4 American brigs in sight, one near the Spanish shore, and three astern of us; two of the latter we had spoke some days before; they were the *Greyhound*, from Boston, and the *Huntress* from New York — the others were unknown to us. Several of the privateers fired at the brig in shore, who appeared to be without guns, and at length a gun boat approaching very close,

she was obliged to strike. Two of the privateers then stood to the westward, and as they passed fired at the *Greyhound*; but as some other sails had hove in sight, they left her to their companions, who thinking she would at any time become an easy prey, as well as the other two brigs that were unarmed, bore directly down upon us, accompanied by the gun boat that had waited by the brig they took, only to put a few men on board. As they both sailed fast, and made use of their sweeps they were soon near us, and at six A. M. began their fire, which we returned. After a continual firing for 6 glasses, finding they had cut our rigging in such a manner as to make our ship perfectly unmanageable, the privateer made an attempt to board on our stern, while the gun boat lay upon our larboard quarter, and kept up a constant fire at about pistol shot. They first attempted to enter the cabin windows, and burst them in with their muskets, but were repulsed. They next tried upon our starboard quarter, but those who got on the sides were forced back. They then lashed their bowsprit to our mizen chains, but the ship taking a broad sheer, it broke, and swinging round, they were brought directly under our quarter guns, which were constantly fired into them loaded with grape, and accompanied with three cheers, when they made the best of their way to the Spanish shore, attended by their friend the gun boat. They had scarcely left us when a vessel with Spanish colours came out, and fired several shot at us, but on being answered, and finding us in a better disposition for another action than our shattered appearance evinced, thought proper to return. During the engagement, we had the pleasure to see three brigs escape.

The privateer (as we have learned from several persons who came from Algeziras, where she put in after leaving us) acknowledged having had eleven killed and thirteen wounded, most of them dangerously, among the former was the first lieutenant, who was shot on our shrouds, and among the latter their commander, who had been formerly a captain in the French army, he had lost one arm before and now received a ball in the other. In the gun boat they had one killed. We think their loss must have been greater, as most of the time they were very close, and we fired principally grape and cannister shot. The privateer had 3 masts with latine sails, she mounted two brass long. 24 pounders in the bow and 8 in her waist, with swivels, and was full of men.

On board our ship, I was the only person hurt, a ball of 4 oz. penetrated my right shoulder and has since been extracted at my back. But our rigging is a perfect wreck, all our shrouds, stays, braces, &c. are cut to pieces, and many of the spars entirely destroyed. Our fore top gallant sail (one of the least exposed) has nearly 500 shot holes in it. Our colors were twice shot at.

I need not mention the bravery of my officers and men. They have already been over powered by the praises of the inhabitants and soldiery of this place, for the action first to last, was full in their view, and the Governor himself has done me the honor of a visit, to express his approbation of their conduct. Indeed we experience the greatest attention and friendship from every one. The Commissioner of the Navy has permitted us to sail in to the King's Mole, and offers us any thing that will suit us to refit from the Navy stores.

(The *Louisa* mounts 12 sixes, with 30 men.)

[LC, "The Mass. Mercury", (Boston, Mass.), 7 November 1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy commanding, Tuesday, 19 August 1800

These 24 hours begins with Moderate breezes & Squally — at 6. P. M. I went on shore — at 8. D^o Returned —

Middle part Light breezes with showers of rain —

From 4 to 8. Calm. at 7. A. M. the Cutter returned — from 8. till 12. fresh breezes & cloudy at 10. the *Polacer* [or a polacre], came into the bay which belong to Gen^l Toussaint her anchor not being sufficient to hold her & it being the only one she had, was driving fast on the Lee shore sent her the end of the hawser, by which she hold close under our Stern. At d^o sent the Cutter to Aux cayes to the Prize Brig with Lieutenant Peterkin, sent two men to assiste in getting the Said Brig to sea,

People employed at sundries Loosed sails to Dry —
[NDA, original.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Ganges*, Tuesday, 19 August 1800

Sent on shore to the hospital. Mess^{rs} M^cConnell, M^cDonough and Blaine. Midshipmen, Jaques, Surgeons Mate, and Five of the hands died Robert Erwin Landsman —

[NA.]

[20–21 August 1800]

To Captain Thomas Truxtun, U. S. Navy from David M. Clarkson, U. S. Agent, St. Kitts, concerning *La Vengeance*

“DEAR SIR,

“I have dispatched a negro to Old Road as you desired, and have written Capt Shaw.

“By a gentleman who left Curacoa on the 4th of Sept. I was informed the French frigate *La Vengeance* had gone to sea, in a very lame situation, with only 165 men, and but very few seamen on board.— Capt Pitot was ordered by one of the agents of Guadaloupe, who had gone to Curacoa, to use his force in compelling the Americans there to pay for the damages that ship sustained in the engagement with the *Constellation*, which he refused; in consequence, he was threatened with arrestation, and to be sent to Guadaloupe, immediately he made every reparation to the ship he possibly could, and went to sea in a very crippled state; since when, I am informed, she has been taken and carried into Bermuda by a British 44, in a very wretched situation, as is also the British ship.

“I am most respectfully; sir,

“Your obedt. Servant.

DAVID M. CLARKSON.

THOS. TRUXTUN, Esq,

Commander of U. S. squadron.

October 1, 1800.

[NYHS. “New York Gazette and General Advertiser”, Nov. 5, 1800.]

[20–21 August 1800]

To Evan Nepean, Esquire, from The Right Honorable Lord Hugh Seymour

ABERGAVENNY, PORT ROYAL HARBOUR

Jamaica the 31st of August 1800.

SIR, I have very sincere pleasure in forwarding to you for the information of the Lords Commissioners of the Admiralty a Copy of a

Letter which I have received from Captain Milne of His Majesty's Ship *Seine*, [*] describing an Action which does great honor to him, his Officers and Ships Company, and which ended in the conquest of the French Republican Frigate the *Vengeance*, a Ship of very superior force to that which he commanded.

Captain Milne has done so much justice to his Officers and Men by his Report of their conduct on that Occasion that I have only to offer my congratulations to their Lordships upon the Success which attended their exertions, and to express my hope that it will receive marks of their Lordships favor proportioned to the satisfaction which they must derive from the Event which has brought forward the Merit of those engaged in it.

I am,

Sir,

Your most obedient and most humble Servant,

(signed) H. SEYMOUR.

EVAN NEPEAN Esq^r

[*The *Seine* was captured from the French, on the 6th July, 1798, by *La Pique* Captain David Milne, and the *Jason* frigate, Captain Sterling; and when captured, she mounted 42 guns, with carronades, and had six hundred and ten men, (including soldiers,) of which one hundred and seventy were killed and one hundred wounded, many of them mortally. (Naval Chronicle, Vol. 1)]

[20–21 August 1800]

[Enclosure No. 1]

To The Right Honorable Lord Hugh Seymour from Captain David Milne,
Royal Navy

HIS MAJESTY'S SHIP *Seine*
Off of St. Domingo, 22^d Aug^r 1800.

MY LORD, I have the satisfaction to inform your Lordship that on the morning of the 20th instant, I observed a Ship on the Starboard Tack standing to the Northward through the Mona passage. I soon perceived she was an Enemy, and made all sail in Chase with very light breezes. The Wind having come to the Northward obliged her to Tack as she could not Weather Cape Raphael on the St. Domingo shore; she then stood S. S. E. and made all Sail; by this time it was near Sunset, and I could perceive she was a large Frigate. It was near midnight before I could bring her to Action and then not so close as I could wish, as he always bore up and kept at long shot; she however did us considerable damage in our Rigging and Sails, but to appearance he suffered equally; we separated for some time, and I took that opportunity to get our Rigging &c again in complete repair.

On the morning of the 21st I had the pleasure of bringing him to close Action, and after about an Hour and a Half of hard fighting an officer came out on her Bowsprit (the only place he could be seen from owing to the mass of confusion by the loss of her Fore Mast, Mizzen Mast, and Main Top Mast having fallen in board) and said they had struck to the British Flag. She was immediately taken possession of and proved to be the French Frigate the *Vengeance*, Citizen Pitot, Capitaine de Vaisseau, Commander, mounting 28 eighteen pounders on the Main Deck, 16 twelve pounders, and 8 forty two pounder Carronades on the Quarter deck and Forecastle, and Brass Swivels on the Gunwalls, with shifting Guns on the Main and Quarter decks; the weight of metal I have mentioned is French pounds.

The behaviour of the Officers and Ships Company was such as has always characterized the British Seamen. To my First Lieutenant Mr. Chetham, I am greatly indebted for his cool and steady behaviour and for the amazing fire kept up from the Main deck, which nothing could surpass. My Second Lieut. Mr. George Milne fell fighting nobly about the middle of the Action; in him His Majesty has lost a valuable and as zealous an Officer as any in the Service. To my Third Lieutenant Mr. Edeveain (who I mentioned on a former occasion when Gunner of the *Pique*) I am equally indebted for his services, as likewise Mr. Barclay the Master, and Mr. McDonald Lieutenant of Marines who was taken down wounded and came up again when dressed, but was obliged from a second wound to be taken below; but I am happy to state the life of this valuable Officer will be saved to render further services to His Majesty. The behaviour of the Petty Officers, Seamen and Marines, was such as does them the highest Credit.

The *Vengeance* is a very large Frigate 5 years old, and exactly the dimensions of the *Fishguard*, in His Majesty's Service, and is the Ship which had the Action some time since with the American Frigate the *Constellation*. Previous to her leaving Curacoa she had a large supply of Seamen from Guadeloupe, and was every way completely found and bound to France.

His Majesty's Ship under my Command has suffered much in her Masts and Hull, Sails and Rigging intirely cut to pieces.

Your Lordship will perceive the *Vengeance* is superior in size, Guns, and number of Men to His Majesty's Ship I have the honor to command, but nothing could withstand the steady behaviour of this Ship's Crew.

I have the honor of inclosing a List of the Killed and Wounded; the loss of the Enemy has been very great, but I have not yet got a return.

I have the honor to be

My Lord,

Your Lordships most obedient humble Servant

(signed) DAVID MILNE

The Right Honble.

LORD HUGH SEYMOUR,
Commander-in-Chief,
&c. &c. &c.

[Documents concerning engagement between U. S. Frigate *Constellation* and the French National Frigate *La Vengeance* are printed under dates of 1-2 February 1800, "Naval Documents, Quasi War with France", fifth volume, January to 31 May 1800.]

[20-21 August 1800]

[Enclosure No. 2]

A Return of the Killed and Wounded on board His Majesty's Ship *Seine* in the Action with the French Republican Frigate the *Vengeance* 21st August 1800.

<i>Killed.</i>		
Officers.....	1	
Seaman.....	12	
		Total 13
<i>Wounded.</i>		
Officers.....	3	
Seaman.....	22	
Marines.....	3	
Boy.....	1	
		Total 29

Officers Names — Killed

George Milne..... 2nd Lieutenant.

Officers Names — Wounded

Archd. McDonald..... Lieutenant of Marines

And. Barclay..... Master

Harne..... Captns. Clerk.

DAVID MILNE, *Capt.*

A Copy —

(signed) H. SEYMOUR.

[20–21 August 1800]

[Enclosure No. 3]

A List of the Killed and Wounded on board His Majesty's Ship
Seine 21st Aug^t 1800.

Lieutenant Milne.....		Killed	
Jno. Finch.....	Coxswain.....	do.	
Saml. Gates.....	Seaman.....	do.	
Patrick Campbell.....	do.....	do.	
Denis Townsend.....	do.....	do.	
John Farthing.....	do.....	do.	
John Carroll.....	do.....	do.	
Isaac Thorp.....	do.....	do.	
John Love.....	do.....	do.	
Samuel Palmer.....	do.....	do.	
David Finlay.....	do.....	do.	
James Nettle.....	do.....	do.	
Thomas Campbell.....	do.....	do.	No. 13
Mr. Mc. Donald.....	Lieut. Marines..	Wounded	
" Barclay.....	Master.....	do.	
" Harne.....	Clerk.....	do.	
W ^r Johnson.....	Boatsn. Mate...	do.	4
Matt. Appleby.....	Seaman.....	badly wounded.....	6
Richd. Leveney.....	do.....		
Sam. Dyer.....	do.....		
Will. Rowlier.....	do.....		
Will. Purvey.....	do.....		
Edw. Hickson.....	Marine.....		
John Smith.....	Seaman.....	wounded.....	19
Rees Pritchard.....	do.....		
Richd. Oliver.....	do.....		
Will. Vernon.....	do.....		
Jos. Morrice.....	do.....		
Tho. Sullivan.....	do.....		
Tho. Carpenter.....	do.....		
Robert Clark.....	do.....		
Jno. Griffith.....	do.....		
Jos. Wareham.....	do.....		
Ant. Fanning.....	do.....		
Hatwell Warrell.....	do.....		
Geo. Whitlock.....	do.....		
Mark Streek.....	do.....		
Edw. Smith.....	do.....		
James Steers.....	do.....		
Jas. Anderson.....	do.....		
Isaac Clark.....	do.....		
Thos. Willsey.....	do.....		
		Total	42

22nd Augt. 1800.

DAV. MILNE.

A copy (signed) H. SEYMOUR.

[Furnished by, and permission to print granted by,
The Admiralty, London, England.]

To John Innes Clarke, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 20th Aug^t 1800 —

JOHN INNES CLARKE

I am honoured with your letter of the 16th Inst —

I do not want to purchase any vessel for the Public at present —
Thank you for the offer of the *Providence*

I have the honor to be Sir

Y^r most ob^t Serv^t

B. S —

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

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Wednesday, 20 August 1800

These 24 hours begins with Moderate breezes & pleasant —

At 6. sent the *Polacer* [or a polacre] a hawser & Kedge anchor —
at d^o I went on shore in the Joly boat. At 9. the *Polacer* [or a polacre] returned the hawser & Kedge anchor — at ½. past ditto the Jolly boat returned —

Middle part Calm & cloudy with Showers of rain & hard Thunder.—
At 6. A. M. I returned on board, Light airs & pleasant. At ½ past d^o hove up & got underway stood out —

At 10. Tacked ship to the North^t & E^t

At Meridian Moderate breezes & cloudy with small rain — At the same time bore away for S^t Louis. —

[NDA, original.]

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

[WASHINGTON, D. C.]

Navy Dep. 21 Aug 1800

Cap^t GEORGE LITTLE

Boston

SIR Presuming that by the time this letter reaches your hands, you will have received your officers & crew, I know of no circumstance to prevent your proceeding to sea, which you will be pleased to do as soon as you are prepared.

Considerable Depredations have been lately made on our commerce, between the W I Islands & our own Coasts — the Guadaloupe Privateers, eluding the vigilance of our Vessels on that station get between them and the United States, & not only capture the American Vessels, in the W I Trade, but make great havoc among those of more value, employed in the European and East India Trade —

The first objects of the cruise you are entering upon, are — to guard our own coasts, & to protect our commerce between the W I & the U States and it is left to your judgment how to effect these objects. I will only suggest, that after ascertaining, that there is no Enemy Vessels on our coast, which you may probably do in two or three weeks after leaving Boston, it will be proper for you to occupy such cruising ground as will give you the best chance of falling in with Enemy Vessels, either from France or the Islands, cruising for the Purpose of

intercepting our Vessels, returning from the E Indies Europe or the W Indies. You better know than I can instruct you where this Position is — If after several weeks, you should see or hear of no Enemy cruisers between the Islands & our coasts, or near our coasts, you will then proceed to the windward Islands & employ yourself one month in cruising where your own judgment shall direct you; after which you will join our Squadron on the Guadaloupe station, & place yourself under the command of the Senior Officer on that station, or assume the command yourself, if you should find yourself the Senior Officer. The American Vessels you may recapture, if you can't effect a Compromise with the Cap^t or owner on board with respect to Salvage, must be sent to the Ports most advantageous to the recaptured Vessel or the Ports in the United States from which they sailed.

I have the honor to be &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Accountant of the Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 21st Aug^t 1800 —

THOMAS TURNER Esq^r

The smaller Frigates and Ships of War have been allowed School Masters instead of Chaplains — and the pay & emoluments of School Masters have been fixed by the authority of the President, Thirty dollars p^r month, and two rations p^r day — The Boston Frigate was authorised to employ a School Master at this rate —

As this person appears to have done the duty of Captains Clerk, as well as of Schoolmaster, I suppose it is right he should receive pay for both —

I am &C

B — S.

[NDA. GLB, Vol. 3, 1799–1800.]

To Captain Allen Scott, commanding the American Merchant Schooner *Harmony*
from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 21st Aug^t 1800

Captain ALLEN SCOTT

You will proceed with the Schooner *Harmony* to New Castle, and join the Brig *Scammel* L^t Jones, under whose convoy you will sail for Cape Francois — The cargo of the *Harmony* is to be delivered either to the Commanding Officer on the S^t Domingo Station, or to Nathan Levy Esq^r Navy Agent at the Cape.

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Master Commandant David Jewett, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U: S: FRIGATE *Constellation*
off Cape Francois 21 Augt 1800

Captⁿ JEWETT

SIR In consequence of the capture of the [Privateer] Schooner *Vengeance*, & the vast number of passengers under the Character of Lawless Vagabonds, I See no alternative but that of your proceeding Direct to America with them & to make all the expedition you can for the Chesapeake taking the Schooner along with you —

I woud advise you to anchor your Ship at Craney Island, a few miles below Norfolk & give immediate Notice to M^r Pennock our agent there of your arrival, who will give you Directions, how to proceed with regard to your prisoners and prize you will then without Delay proceed on to the City of Washington, to the Sec^y of the Navy to Notify the Cause of your quitting this Station from whom you will receive your future instructions

Your own Safety will Dictate to you the Necessity of the Strictest watchfulness & attention to your prisoners, & hope you will Soon have the Satisfaction of Landing them in the U: States

One thing with regard to your prize as regards myself, the Law allows me one twentieth of that proportion that goes to the Officers & Crew, which I request you will give instructions, to the Agent that hath the management of the Business, to remit to M^r W^m Miller our private Agent at Philadelphia with a Statement of the acc^t as soon as the am^t is ascertained —

wishing you Success & happiness

I have the Honor to be
your mo: obt: Ser^t —

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

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

U S: FRIGATE *Constellation*
off Cape Francois Augt 21 1800

BENJⁿ STODDERT Esq^r

SIR The inclosed is a Copy of my last respects [of 15 August], Since when on my return, to the Cape, after a Second unsuccessful range among the Keys, I fell in with the *Trumbull* who had Captured one of Gen^l Rigauds Schooners [*Vengeance*], on his way to the South Side of the Island.

This Circumstance hath made a total Disarrangement of my plans with regard to the other Vessels of war on this Station, as she had all my Instructions onboard to Distribute to them none of which had he fallen in with, So that they are all yet acting under former orders, but as Circumstances hath changed with regard to the Southern Department I hope they will all have Sense enough to repair here for New orders, in the interim Shall endeavour to Send to them by every conveyance, It appears to me that Captⁿ Jewitt did right in returning here, after the Capture of this Schooner, to enquire as to the disposal of the wretches She had onboard, as I Saw no alternative but the Sending them on to America, they are of the Vilest cast a Set of Lawless Vagabonds that the Community will be well rid of in this part of

the World for had they have reach'd the place of their Destination there is Little doubt but the[y] wou'd again have Soon commenc'd their piracys against our Commerce, & I flatter myself that we have now Struck at the root of them —

I have another motive for Sending this Ship on with the prisoners, we have no Vessel here that cou'd have taken them all, & other Circumstances Strongly Corroborative with my present ideas are that She can be well Spared from this Station for the present, how long that may be the Case time must Determine —

For further particulars respecting the Capture of this Schooner as well as the Characters of the Prisoners I refer you to Captⁿ Jewitt who appears to me to be a very intelligent & good Officer

I expect to go into the Cape tomorrow to See what I can do with my unfortunate rudder in all other respects I have my Ship in fine Condition & my Crew getting hearty Such as I have onboard —

Be So obliging to forward on the inclosed to M^{rs} Murray — I am with the highest

Consideration & respect

your mo: obt: Hu: Sert:

[NDA. A. Murray's LB, 1799–1805.]

To Captain Silas Talbot, U. S. Navy, from Benjamin Hodgdon, Prize Agent for the U. S. Schooner *Experiment*

PHILADELPH^a Aug^t 21st 1800

Cap^t TALBOT

SIR Haveing just heard of your arrival at Boston. I think it my duty as agent to the Schooner *Experiment*, to inform you the situation of her Crew, respecting the prize Schooner *Amphitheater* taken into Service to cruise as your Tender in the Service of the United States on the S^t Domingo Station. which she has done for near five months as I am *informd* and arriv'd here in that Carecter under the command of L^t Porter who on his arrival at our quarantine ground where he was detain'd fifteen day's according to our Law, made application to M^r George Harrison. Navy Agent here in the absence of the Secretary of the Navy who with all the other publick Offices had previously remov'd to the Fedral City of Washington, for such supplies of provisions &c as he stood in immediate need of, as not knowing or expecting but she was Esteem'd a United States Vessel and in there Service agreeable to your instructions — his request met a tempory supply until The Secr^y was acquainted with her arrival. when he immediately wrote to the Agent here informing him that she could by no mean's be look'd upon as a Commission'd Vessel in publick Service that she must be immediately turn'd over to me when her Quarantine was out — and dealt with as a prize to the *Experiment* which was accordinly done on her arrival at this City on the 22^d of July — where she has been libel'd & condem'd — and on the 19th of Aug^t Sold, by the Marshall, for 1550 Doll^s a much less price than she would have bro^t had her sails or materials been in good Order, but her Sails and every thing on board being so entirely worn, made a very material difference in her price, and of Course the Crew of the *Experiment* will be much injur'd unless some mean's are us'd to compensate them for her services to the Publick as well as her were and *tear* — and loss sustain'd in the Sale of her — they therefore request thro' me that you

will do that justice, in Compensating them that the nature of there case will admit off agreeable to your Idea of the Business — As it appear's to me as well as all concern'd very exstraordinary that she shoul'd be thus return'd after a long Cruise — and have^t taken a prize in which no one is to Share accept the Crew of the *Constitution* — with a Bill of expence charg'd by M^r Levy Agent at the Cape of \$194.91^c for her supplies under the Command of M^r Gordon for her passage home to Philad^a when those supplies were of Course expended in the service of Your Ship & Crew: — You will very much Oblige me Sir by a Candid exsplanation of this bussiness and your decided Oppinion thereon. Weather or no You view'd her as a United States Vessell immediately on your takeing her into there service — and at what price you expected she would be accounted for to the *Exsperiments* Crew — and in *Case* she had been *taken* while Cruising with you and under your Order's who must have born the loss — this and any other information you may be pleas'd to forward by letter in Answer to this will be thankfully reciv'd by Sir —

Your Humb^t Serv^t —

BENJAMIN HODGDON —
Agent for the *Exsperiment*

I should not have troubled you with this long Epistle as I expected you would soon be in this City, but our Health Law which is now in full force prevents your coming into this State untill you can prove you have been thirty days landed from your Ship in A neighbouring State of this *least* you might have some trouble in coming on as many Strangers now have, I think proper to communicate to you —

With respect &c

B. H.

[NDA. XZ, *Experiment*.]

Extract from journal of U. S. Brig *Augusta* Lieutenant Archibald McElroy, U. S. Navy, commanding, Thursday, 21 August 1800

The first part of these 24 hours Light breezes & cloudy — $\frac{1}{2}$ past 1. P. M. got the Jolly boat ahead out sweeps & Towed the Vessel into S^t Louis, was assisted by one boat belonging to the *Herald* — At 2. d^o Came too with the best bower in 6. fath. water. the Town of S^t Louis bearing N. E. by N. dist. $\frac{1}{2}$ mile — At 3. Moored with the Kedge to the south — sent down Top Gall^t Yards. —

Middle part Light airs & calm — At 10. P. M. sent up T. Gallt. yards — At $\frac{1}{2}$. past 4. the Cutter returned with Lieutenant Peterkin, same time unmoored & hove short —

At 5. hove up & got underway in C^o with the *Herald* — stood for sea. — at 7. A. M. hoisted the cutter in & Jolly boat up — at 8. the West end of Isle a Vash bore S. by W. dist. 2. or 3. Leagues, Light airs & pleasant at 9. Squally with rain, at 10. a sail in sight to the South^d & West^d made sail in chase. at $\frac{1}{2}$ past 11. made the Private signal of the day which she answered. handed T. Gallt. sails & hauled the courses up. Backed the M. T. sail lowered down the Jolly boat & I went on board of the *Herald*. At d^o the West end of Isle of Vash bore N. W. by N. dist. 5. or 6. Miles Wore to the North^d —

At Meridian spoke his Britannic Majesty's Ship *Meleager* capt. Perkins —

[NDA, original.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy of U. S. Frigate
Essex Captain Edward Preble, U. S. Navy, commanding, Thursday, 21 August
1800

Hard gales with lofty sea. At 2 wore ship to the N^d — At ½ P^r
2 saw a sail NW of us. At 3 spoke her, who was the *Kent*, from
Portsmouth (Eng) bound to Bombay, 15 weeks from home. hauled
to the N^d & took in F & Miz T sails. At midnight moderate & clear
weather. At 7 Am. up M^a Yard. & set M T sail. At 9 tackd to the
W-ward. the day ends with a high swelling sea from the W.S.W.
5 sick men on board

Lat. Reckoned 36.4 S

Longitude in 19.6 E

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday,
21 August 1800

First part Calm, At 3 P M Light Airs Wore Ship to the South'd
and East'd At ½ past 5 Spoke a Danish Sloop from Martinico to
S^t Bartholomews Tack'd Ship to the South'd and East'd. At 6 the
North point of Dominico N E by N the South point E by S ½ S. At
9 P, M, took in top Gallant Sails At ½ past 10 Squally took in Main
Sail Jib and Spanker At 1 A, M, Set the Main S^t At ½ past 4
Tack'd to the South'd and East'd At 5 Tack'd to the North'd &
East'd, Set top Gal Sails and main top Gal Stay Sail At 7 A. M
Board'd the Sloop *Liddy* Boze Bell from Martinico to Turks Island,
inform'd us of 20 Sail Waiting for Convoy, Employ'd Unbending fore
Sail and M^a Topsail and bending New ones repairing M^a topsail
Carpenters reducing the top Mast, and Caulking the Quarter Deck,
At Meridian fresh Breezes South end of Dominico bore E by N about
8 Miles

Latt'd Obs'd 15.14 N.

[NDA, original.]

To Nathan Levy, Navy Agent, Cape Francois, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 22^d Aug^t 1800 —

NATHAN LEVY Esq^r

Enclosed is an Invoice & Bill of lading of provisions shipped
on board the Schooner *Harmony* Allen Scott Master, for the
use of United States Vessels on the S^t Domingo Station. It
is desirable that these provisions should be distributed at
once among the Vessels of the Squadron to avoid the expence
of storage &C. A duplicate invoice is therefore enclosed to
the Commanding Officer at the Cape at the time of the arrival
of the *Harmony* with directions to have delivered a supply to
all the Vessels then in Port. You will of course have none
landed but what shall be assigned for the Vessels then out on a
cruise.

The *Harmony* goes under convoy of the Brig *Scammel*,
John H. Jones Lieut^t Commander.

I am &C

N B. This letter was not sent
till 1st Sept^r

[NDA. GLB Vol. 4, 1800–1801.]

B S —

Names	Rank	Eagle	Eagle	Virginia Richmond & Eagle	Richmond and Eagle	Richmond and Eagle	Baltimore and Eagle	United States and Eagle	Delaware and Eagle	Eagle	Ganges and Eagle	Eagle	Adams and Eagle	Adams and Eagle	Adams and Eagle	Eagle	Eagle	Eagle	Eagle	Eagle	Eagle	Eagle	Eagle
		Recap'd 2 March 1799	Capt'd 5 April 99	Capture 26 April 99	Recap'd 15 May 99	Recap'd 15 May 99	Capture 29 May 99	Recap'd 29 May 99	Capture 9 Sept 99	Capture 19 Sept 99	Capture 2 Oct 99	Recap'd 5 Decemr 99	Recap'd 2 Janr 1800	Capture 10 Janr 1800	Recap'd 10 Janr 1800	Recap'd 1 febr 1800	Recap'd 1 March 1800	Capture 1 April 1800	Recap'd 7 May 1800	Recap'd 10 May 1800	Capture 17 June 1800	Cap'd 25 June 1800	Cap'd 22 Aug 1800
		Sloop Lark	Sloop Bon- pere	Schooner Louis	Ship Nancy	Brig Ma- nible	Schooner Syren	Sloop Hud- son	Sloop Reynold	Brig North Carolina	Schooner Esperance	Brig George	Brig Polly	Schooner Fagus [Fouqueuse]	Schooner Aphia	Schooner Benevolence	Schooner Three Friends	Schooner Favorite	Sloop Ann	Schooner Hope	Sch' Mag- deline	Sch' Dol- phin	Sch' Tor- torrell [La Tourterelle]
Hugh G. Campbell	Commander	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	Shares	
Philip Brum	1st Mate	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Nathaniel Pearson	2d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Richard Loyd	Carpenter	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
William G. Queal	Steward	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Robert Steel	Ordry Seaman	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Cornelius Krus	Seaman	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Anthony Gonsalo	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Thomas Wilson	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Thomas Hendrick	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
John Deware	Ordry Seaman	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Nicholas Galaway	Seaman	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Joseph Sumnerfield	Boy	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
John Erster	Ordry Seaman	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
John King	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
William Carey	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
James Shepherd	Boy	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Jacob Bowers	Landman	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Cata Myers	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Jm Wilson	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
William Robinson	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Illegible Devany	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Illegible Charles	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
W Davidson	Seaman	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
John Cassell [or Carsell]	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
James Jenkins	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Alexander Campbell	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
John Jewett	Boy	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Ben Robinson	Seaman	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Nicholas Hubbard	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Isaac Williams	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Lawrence Sybrun	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
George Jackson	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Peter Hunker [or Husket]	Ordry d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Thomas Brown	Seaman	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
James Furber	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Isaac Burnell	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Isaac Dove	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
William Sullivan	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
James Curry	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	
Joseph Manna [or Maria]	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	d°	

To Lieutenant Ambrose Shirley, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U: S: FRIGATE *Constellation*
of [f] Cape Francois Augt 22 — 1800 —

Lieut A: SHIRLEY

SIR As I expect to be much occupied in my attention to arrangements for the U: S: Vessels under my Direction, as well as other public matters of moment, while we lay at Cape Francois, I must in a great measure rely on your exertions & Skill, to conduct the general & essential requisite Duties of the Ship, So as to have every individual thing progressing with order, regularity & industry —

The first and most essential Job will be to have the rudder unhung & hoisted upon Deck, that we may have an examination of it —

A Careful Set of men must be picked out from the Crew, to attend & fill up all our Water Casks which must be well washed, & it may not be amiss to put a Small portion of Lime, in each Cask when they come onboard, unless a Careful hand attends at the filling to put it in, otherwise it may be over done —

When the Hold is Broke up, a general Survey of the provisions must be made So as to Ascertain the Quality as well as the Quantity —

All the Air ports are to be opened and the Birth Deck white washed as well as the Gun room & Cock pit if we have time, The Mizen mast is to be Stripped & new rigging got over the mast Head —

The Sides & Bends opposite the Sail room are to be well examin'd & Caulked if found necessary —

The Bends all round to be payed with hot Pitch Down to the Copper —

These are the material Jobs to be done, the work of Keeping the Ship perfectly Clean will be an indispensable Consideration, & it will be well to instill into the minds of our Officers in general, that no propensity for amusements must ever get the better of the Duties required of them, in paying Strict attention to the execution of these orders, not but I wish them to enjoy themselves by rotation & in moderation So as to avoid getting into any Broils or Scrapes, that must tend to the Discredit of the Naval Service as well as themselves, but I have a full conviction that they will conduct themselves in a becoming manner & Shew a good example to others —

A Strict Marine Guard must be Kept every Night & a Guard Boat Kept rowing round the Ship

It is my particular Desire that none of the Officers be out of the Ship after Eight OClock at Night without Special Leave & that all the Boats may be Secured at that Hour —

No Bum Boats are to be allowed to come alongside without Leave from the Officer of the Deck, & then no promiscuous use of Fruit to be Suffered among the Crew, which has probably been the Cause of the present Sickly State of the men —

Those instructions I request you to make Known to all the Officers, who I hope will act in Unison together for the Credit of the Naval Service, & to prevent as must as possible any Irregularities

Your mo: obt Sert

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Lieutenant Joseph Strout, U. S. Navy, commanding, Friday, 22 August 1800

Moderate Land Breezes the first part
 at 1 A M Wintrip Bigford Died
 at 4 A M Cald all to get under way
 at 6 A M U[n]moored Ship at 8 Weighed Anchor got to Sea with
 our boats Ahead in Company with the U S Ship *Ganges* and 3 Merch-
 antmen under Convoy
 at 12 Meridian the Moro Castle bore S $\frac{1}{2}$ W 4 Miles Dist the
Ganges bore up & Run down to the Moro
 [HS of Old Newbury, Mass. NDA photostat.]

To Secretary of State from William Savage, U. S. Agent, Kingston, Jamaica

KINGSTON JAMAICA August 23 1800

SIR A few days since M^r Peter Knight who represents himself to be a rated Second Lieutenant on board the U S Schooner *Experement*, Commanded by W^m Maley, called & inform'd me that in the Month May last Cap^t Maley captured a Schooner loaded with a Valuable Cargoe & orderd him on board the prize as prize Master with directions to proceed to Cape Francois, that a few hours after he took charge of her, they fell in with the Armed Ship *General Simcoe* from Kingston Commanded by one Duval who took possession of her & put him & his people on Shore, the Vessel has been under adjudication here & was condemned the 8th June last. As the conduct of Captain Duval seems so replete with Injustice I thought it my Duty to come forward & assist M^r Knight to pursue what might lead to justice & I now have the Honor to hand you the protest in due form. a Copy of the Judge of Admiralty, decree & expected to have been able to leave out amount of the Nett proceeds but I learn from Mess^{rs} Willis & Waterhouse the Agents that there remains sundry goods unsold which prevents the closing of the Sales —

The expenses incurred for procuring these papers I have charged to the U States of America & trust the Steps I have taken in this Business will meet your approbation —

I have the Honor to be with great respect

Your Most Obe^d H Serv^t

W^m SAVAGE

Agent for US of America

The Hon^{ble} JOHN MARSHALL
 Secretary of State
 Department of State

[SDA. Kingston, Ja., Vol. 1, 1796–1823.]

[23 August 1800]

Order of Boarding, U. S. Frigate *President*, Captain Thomas Truxtun, U. S. Navy, commanding

The first Lieutenant to lead the men stationed at N^o 3. 7. 11. 15. 19. 23. & 27 and Opposite on the gun deck, as soon as the order for boarding is called up by my Direction (or in case of my death, by the Commanding Officer in succession) they are to arm themselves for that purpose, with pistoles cutlasses or Boarding Axes — to hasten

on Deck & steadily conform to my orders, or the Commanding Officer in my absence, and to rush on board the Enemy when Directed, laying with the greatest fury all prostrate Untill the Enemy cry aloud for Quarter and surrender their ship & they are then to be as kind and Merciful as they were before furious

The like Conduct is to be observed by the men stationed on the Forecastle waist afterguard & upperdeck cannon headed by the 4th 5th and 6th Lieutenants

The topmen are to fire on the Enemy with the greatest briskness, as soon as the ships are Grappled, or near enough to each other to effect Complete execution, taking good aim each fire, but to be carefull and not injure our own men, when they have boarded or in the act of boarding

The Marine Officers with the marines are to cover the boarders and the second and third Lieutenants on the gun deck are to continue a constant Fire into the Enemy or to be ready to sustain a new Action (should the ships be ungrappled or get assunder with the Cannon to viz N^o 1. 5. 9. 13. 17. 21. 25. 29 — the Boatswain and his mates forehead, the Master & his mates aft with the men to attend them as named below, are to Grapple & lash fast the Enemy as I may Direct &

The Carpenter and his Crew are to Continue as p^r Quarter bill to attend to the pumps & & so as to extinguish any fire that may take place. —

Given under my hand on board the U. S. S. *President* this 23 day of August 1800

Names of men to attend under the Boatswain and his Mates forehead to Grapple & And the Master and his Mates to attend to the same Duty are as Follows to Viz

Tho ^s Kemble	Jn ^o Peter
W ^m Ryley	Jo ^s Hilpole
George Carpenter	Jn ^o Johnston
Ja ^s Rath	W ^m Spence

The same are to attend putting on all stoppers, Knotting & Splicing &

[HS of Pa. NDA photostat.]

To Secretary of the Navy from William S. Shaw

COPY

QUINCY, Aug. 23, 1800

SIR: Agreeable to your request I have the honor to transmit to you a list of officers wanting for the United States Ship *Boston*, which Captain Little brought to Quincy this morning and to whom the President has given commissions & warrants all dated this 23d of August. Also recommendations in favor of Mr. Redman (McClenan) to be Lieut. which the President wishes might be filed in your office.

With respectful attachment
I have the honor to be Sir
your very humble servt,

WM. S. SHAW

SECRETARY OF THE NAVY.

Redman McClennan	Rhode Island	Lieut
Heils Christian Bang	Massa ^{ts}	Sailing Master
John Goddard	"	Surgeon
James Harvey Bradford	"	Surgeon's Mate
Luther White	"	Gunner
		WM. S. SHAW

AUG. 23d, 1800

[F. D. Roosevelt Collection & NDA, area 7.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 23 August 1800

First part Cloudy attended with Thunder and Lightning the Brig *Eagle* and her Prize in Co, At 6 the N E part of Martinico bore E by S the SE point of Dominico bore NE by N $\frac{1}{2}$ N At $\frac{1}{2}$ past 8 Tack'd Ship to the South'd & East'd

At $\frac{1}{2}$ past 10 Tack'd to the North'd and East'd

At Midnight Moderate and pleasant

At 1 A, M, Tack'd to the South'd and East'd At $\frac{1}{2}$ past 1 took in top Gal Sails —

At 3 A M Tack'd to the North'd and East'd

At $\frac{1}{2}$ past 5 Tack'd to the South'd and East'd and set top Gal Sails At 8 Set flying Jib and Main top Gal Stay Sail At 9 hauld down top Gal Staysail At $\frac{1}{2}$ past 9 Tack'd to the North'd and East'd Saw sev^l Sail off [f] S^t Pierres At 11 Tack'd to the South'd & East'd

At Meridian the East end of Martinico bore E by S. 3 Leagues

Latt'd Obs'd 15.6 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Lieutenant Joseph Strout, U. S. Navy, commanding, Saturday, 23 August 1800

The first part Moderate and Pleasant

at 6 P M the Rincon bore S b W 4 Miles Dist it being 6 Leagues East from Havanna

Tackd Ship to the Northward Hoisted A Signal Light for our fleet at 8 P M took in Light Sails

at 12 Midnight Shew A Signal & Tackd Ship to the Southward

Middle part Moderate

at 4 A M Shew A Signal & Tackd Ship to the Northward & Eastward

at 8 A M the pan of Matansa bore S $\frac{1}{2}$ W 4 or 5 Leagues Distance

at 12 Meridian the pan of Matansa bore S b W 8 Leagues Distance

Latter part Moderate our fleet close by A Brig in Sight bearing N W

one Man Sick and Has been for some time

Latitude Observed. 23° 37' North

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

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

NEWPORT Aug 24 1800 —

Since the *General Greene* has been brought to the Wharf and her Crew discharged — several of them have been sared [seared?] with a very malignant & purtrid fever and died — also three or four labourers belonging to the Town who were employed in getting her ballast out and cleansing the hole — one of whom is dead, the others dangerously ill — We also learn from Providence that several persons were there with the same fever, said to be from the Crew of the *General Greene* — This occasioned so great alarm among the inhabitants of the Town particularly in that part of the Town where the Ship lay, that we recommended to Cap^t Perry to have her immediately hauled off in the road to Anchor before this could be effected the Town Council gave an order for it — The Ship was therefore hauled off yesterday to Anchor and some of her ballast taken on board; she had been previously cleaned, and the inside of her white washed there at several hands employed in cleansing her more thoroughly —

When the Ship arrived, from the Captains letter to us, and the surgeon & visiting Physic[i]an[s] report there appeared no malignant or contagious distemper on board — from whence we were led to peculiar exertions to have her quarantine taken off — that the crew might be discharged and paid off and the requisite repairs & outfits made on the Ship —

We are of opinion that the Crew when she arrived, were predisposed to a fever, and that the [i]rregularity of their living & intemperance, after their discharge, brought forth the Malignant disease — The cleansing the Hole we are of opinion, was the means of the fever being communicated to some of the Labourers who worked on board after the discharge of her Crew — We are happy it has not extended to any of the inhabitants not employed in working her hole — and as no new cases has occured for two or three days, we are in hopes the disease is checked, & that the measures taken will prevent any increase —

This circumstance will necessarily retard the repairs and outfits of the Ship, as labourers cannot be engaged to work on her immediately without an advance price for their labour — which we have been obliged to pay, to those lately employed on board —

The Timber for the false keel, the Carpenters were getting ready to put on; but from the present situation of the Ship, and the impossibility of getting permission for her to be brought to the wharf, there will be difficulty & expense in having it put on that if it could be dispensed with, it would in our opinion be best — We have doubt on our mind whether it will be of service to her if put on, and so are all the masters of Vessels with whom we have conversed — Cap^t Perry is however of opinion it will be serviceable & considers it necessary —

Hon^o BENJAMIN STODDART Esq —

[Newport HS. Gibbs & Channing L.B.]

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

NEWPORT Aug^t 24, 1800 —

We take the liberty of advising you that we chartered the Schooner *Diana* of Freetown W^m Forron [?] master for a Voyage to Havana — and loaded her with goods as per Copies of Invoice inclosed — The Mate of said Vessel is just arrived here and informs us, that she was captured by

the British Frigate *Cleopatra* — as will more particularly appear by the inclosed extract from the Logbook of said Schooner — This Vessel was furnished with the usual papers granted by the Custom House, from which and our letter & paper by her, it would indisputably appear that the property was solely ours & ship^d on our own account & risk —

The Mate informs us that the *Cleopatra* frigate had taken eight American Vessels on her present cruize & sent to Halifax —

The Merchants here are extremely at a loss to know from what cause these recent & unauthorised Captures have been made and are anxious for the Navigation they have at sea —

Hon^r JOHN MARSHALL Esq —

Secretary State.

[Newport HS. Gibbs & Channing LB.]

[24 August 1800]

Power of Attorney to collect prize money due Officers and Crew of the U. S. Frigate *Constitution* for captures made during cruise, July 23, 1799 to August 24, 1800

KNOW ALL MEN by these presents, That I Silas Talbot Commander of the United States Frigate *Constitution* Do hereby for myself and in behalf of the other Officers and Crew of the Said Frigate *Constitution*, make Nominate, Constitute and appoint, and in Our place and Stead put and depute George W: Talbot of the City of Newyork Merchant as well my, as the true and Lawful Agent and Attorney of the said Officers and Crew of the Said Frigate to whom I hereby give full power and Authority for us, and in our Names, and on our behalf to manage and prosecute every such claim as we now have to all and every Ship and Vessel with their cargoes, as have been Captured or recaptured, by the said frigate *Constitution* under my Command during her late Cruize, Commencing the Twenty third day of July 1799 and ending the Twenty fourth day of August last, And to Cause the same to be Libelled in our names and behalf according to the Course of the Courts of Admiralty of the United States relative to Prizes — And in Case of the Condemnation and Sale of any of the Said prizes to receive for us and to our use and benefit all such Sum and Sums of Money arising from the Sale thereof as may fall due to our respective Shares and proportion. And upon the receipt of any money for us to which we may be entitled as aforesaid, to Execute and deliver in our Names, all requisite and Necessary discharges and acquittances for the Same — And I do hereby Empower our said Attorney to View, Examine adjust and ballance all accounts and other Transactions that at present Exist or which may hereafter Exist between us, and any other person or persons touching or relating to the said prizes, and to make such Settlement and agreement respecting the Same, as our said Attorny may deem best for our Interest and benefit; And to manage and Transact all our business and Concerns of Every nature, kind and discription, relative to the Premises in as full and Ample a Manner, as we or any of us might or Could do, if we were personally present; with Power also to the said Attorney to Substitute one or more Attorney or Attornies, under him and to nominate such Counsellors or Agents as he Shall or May think proper with or without any of the foregoing powers and the Same at pleasure to revoke Hereby promising to allow and hold for firm and Valid, whatever the Said Attorney or his Substitute or Sub-

stitutes, Counsellors or Agents Shall lawfully do or Cause to be done in the premises by Virtue of these presents;

IN WITNESS whereof I the said Silas Talbot for myself and in behalf of the Officers and Crew of the Said Frigate *Constitution* have hereunto set my hand and Seal at the City of Newyork this twenty third day of September in the Year of our Lord One thousand Eight hundred. —

SEALED & DELIVERED

(being first duly Stamped) } SILAS TALBOT

In the presence of

W. BLEECKER

[Notary Public]

[NDA, XZ.]

Papers concerning Prize money due Officers and Crew of the U. S. Frigate *Constitution*, for captures made during cruise, July 23, 1799 to August 24, 1800

Constitution FRIGATE AT SEA

September 15th 1799 —

We the subscribers, Officers on board the United States Frigate *Constitution*, DO, for ourselves, and in behalf of the crew of the said Frigate, *Constitution*, constitute, and appoint George W. Talbot, of New York, North America (Merch^y) our sole agent to transact, and settle, our claim to the Ship *Amelia*, and in general for all other prizes which may be taken during our present cruise; And he is to account to each, and all of us for the neat proceeds of all effects which may come into his hands in consequence thereof —

Silas Talbot Cap^t

N. Morris Coit

Isaac Hull 1st Lieu^t

James S Deblois Purser

Rob^t W. Hamilton — 2^d Lieu^t

W^m Austin Chaplain

Isaac Collins — 3^d Lieutenant

Nathnell Hariden Master

Edward Boss — 4th Lieutenant

Nath^l Bosworth — Act^g Lieu^t

Dan Carmick Capt Marines

W^m Amory L^t Marines

P. S^t Medard Surgeon

John Roche — Midshipman

William Dunn Surgeons Mate

James Nazro Midshipman

Jonas Fay Surgeons Mate

S. V. Schaick. Mid^y

John F. Cox D^o

James Milne ditto

John W. Folsom D^o

Samuel Pool D^o

Jos. Tarbell D^o

James Moore Gunner

Samuel Prescott Midshipman

Fred^t N. Hudson D^o

John Shore D^o

Pliny Davison Carpenter

Benjamin Shattuck Midshipman

Francis Fluker [or Flecher] Act^g d^o

[NDA, XZ.]

Extract from journal in handwriting of Captain Alexander Murray, U. S. Navy,
(sworn by his daughter Catharine Stewart, February 3, 1846), 24 August 1800

Being well in with the Land we sent our Pennice On Shore with one of the Midshipman to bring us a Pilot in the Morning and at Meridian She returned bringing the Pilot and brought us the distressing account of the Death of Our Carpenter [McDonald], and several of the Crew. We then made sail for the Cape, then bearing South 3 Leagues.

[VA. Old Act Navy Widow Rejected 1316.]

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

Moderate Breezes and hazy Weather Employed trimming sails Continued Our Course & Carried all in Order to obtain the Shore Soundings before Night

At $\frac{1}{2}$ past 9 we Sounded 50 fathoms small stones and Sand spoke an English Schooner from Boston bound to Newfoundland who informed us the Light-house bore W B N 10 Leagues —

At 10 Brought too with the Main topsail to the Mast

At 12 filled and made sail to the Westward —

Between two and three AM Continued the lead every half [hour] sometimes 70 fathoms soft Mud Othertimes 38 fathoms Yellow Sand —

At Day light saw the land bearing from NNW to WNW and Thatches Island light-house bearing N B W $\frac{3}{4}$ W Nearly 5 leagues —

At 7 In the Morning we spoke with a Small Schooner which was Employed in the fishing business who informed us Boston light-house bore WSW 10 Leagues light airs & vble from the Eastw^d — At 9 a Pilot came on Board took charge with Orders to proceed to Boston

At 12 the light-house W B S 7 Miles Distant —

[NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, Sunday, 24 August 1800

Got under way and proceeded to Sea [from Havana harbor]

Still sickly — — —

[NA.]

To James Yard, Ship Owner, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 25th Aug^t 1800

JAMES YARD Esq^r

I have the honor to inform you that the Brig *Scammel* now at New Castle will probably sail I believe in about 10 days for S^t Domingo and will take under convoy any vessels bound for that place —

I am & C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

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

U. S. FRIGATE *Constitution*
Presidents Road near Boston

25th August 1800

Sir I observe by my instructions which I had the honor to receive previous to the Sailing of the *Constitution* on her late cruise, that on the return of the Ship, I am to report to your honor the Conduct of the Officers under my command during the cruise having already gone through the painfull part of my duty in this respect, as will appear by my statement relative to Lieut^s Boss, and Collins. It is with the most perfect pleasure that I can now assure you, that all the other commissioned Officers on board have conducted themselves with the greatest propriety having done their duty at all times promptly and Chearfully, they have always ~~show'd~~ discovered much zeal for the good of the service, and in no one instance have I had Occasion to be in the least dissatisfied with them. Lieutenants Hull and Hamilton are expert Seamen and men of Gentlemenly Manners, and I am Confident they would do honor to any Command that may hereafter be entrusted to them. The Surgeon, Gunner and Purser have well attended to their duty. The Midshipmen in General have had but one years Experience, they appear however to have much Merit; among this class there are two. namely Folsom and Nazro that will not in my Opinion be usefull to the service, and it would be best to discharge them from it. I intend to promote M^r Tarball to the grade of Lieutenant if permitted

I have the honor to be with

Very great respect

Sir,

Your Obedient Servant

SILAS TALBOT.

BENJAMIN STODDERT
Secretary of the Navy

[NDA, Area 7.]

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

Moderate Breezes and hazy Weather running in for Boston Light house which we Came by at $\frac{1}{2}$ past 1 PM — at 2 Came too in President Roads with the best Bower Veered away and Moored Half a Cable Each way. we was Visited by the health Officer who Ordered the Ship to ride Quarantine till permission was Granted for her to Proceed to town at Day light Moderate breezes from the Eastward Cleared Hawse

At 12 Moderate breezes —

[NDA photostat.]

To Lieutenant Archibald McElroy, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U: S: FRIGATE *Constellation*
Cape Francois Augt 26 — 1800

SIR The inclosed was intended to have been delivered to you by Captⁿ Jewitt, but his having fill'd his Ship with prisoners, by the Capture of one of Rigaud Schooners, I found it necessary to Dispatch him to America with them — you will now endeavour to comply with the contents & meet me here, or in this Vicinity as Soon as you can, that we may Settle Some new arrangements —

Your mo: obt Hu Sert

Lieut: A: M^cELROY

U: S: Brig *Augusta*

[NDA. A. Murray's LB, 1799–1805.]

[Enclosure]

To Lieutenant Archibald McElroy, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U S FRIGATE *Constellation*
Off Cape Francois July 31. 1800

Lieu^t A. M^cELROY

SIR As it is now very probable that your services will not be longer required on the same side of the Island. I request that you will make known to Gen^l Toussaint, that if he has no further occasion for your assistance, that I wish to change your station to a place most likely to be beneficial to the U States and the sooner you can join me here the better, unless you have good reasons for continuing on your present station

I am

Your Most Ob^t

[NDA. A. Murray's LB, 1799–1805.]

To Master Commandant Richard Law (Jr.), U. S. Navy, from Captain Alexander Murray, U. S. Navy

U: S: FRIGATE *Constellation*
Off Cape Francois Augt 26 — 1800

SIR The inclosed was intended to have been Delivered you by Captⁿ Jewitt, & it has happened rather unfortunate, that you did not receive it in time, as the French Ship has now Sailed & took the very route there layed Down for you —

In consequence of Captⁿ Jewitt having captured Rigauds Schooner [*Vengeance*] with 130 of his Officers I have been Obligated to Dispatch him for America & request you will now proceed here without Delay for further instructions, as I shall be here or in its Vicinity —

Your mo: obt Hu: Sert

Lieut B:[R.] LAW

U: S: Brig *Richmond*

[NDA. A. Murray's LB, 1799–1805.]

[Enclosure]

To Master Commandant Richard Law, (junior) U. S. Navy, from Captain
Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*
Off Cape Francois July 31st 1800

Lieu^t R^d LAW

SIR As soon as you receive this it is my particular desire that you beat to the West end of Tortuga, & there Cruize 'till further Orders, as it appears there are no more pirates in the Bite to molest our Trade.

There are now a French Merchant Ship, & two French Schooners, loaded with Coffee in the Cape ready to depart, and I presume they will run down to leeward to get out of my tract, you will therefore be upon the look out for them, & hope you will have the good luck to fall in with them. I shall leave it to your judgment to take the most likely station in the Neighbourhood of Tortuga. if you do not hear further from me in the course of a fortnight you had best beat up to the Cape, where it is probable we shall have new arrangements to make, — should you be so fortunate as to fall in with either of those Vessels you must dispatch them to Phi^s to M^r William Miller Agent for the *Constellation* who will do you every justice

wishing you success

I am

Your Most Ob^t

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

To Lieutenant Charles C. Russell, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U: S: FRIGATE *Constellation*
Cape Francois 26 Aug^t 1800

Captⁿ CH^t RUSSEL

SIR The inclosed was intended to have been handed you by Captⁿ Jewitt, but in consequence of his having captured a Schooner of Gen^l Rigaud's with 130 of his Officers onboard, he was obliged to return here & have Sent him to the Continent with them —

As I presume your provisions, are now too far expended to comply with those instructions, I shall leave it to your own choice whether to proceed on to Porto Rico, or repair here for a Supply of provisions

I am with great respect

Your mo: obt

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

[Enclosure]

To Lieutenant Charles C. Russell, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U S FRIGATE *Constellation*
Off Cape Francois July 31st 1800

SIR Upon the receipt of this, and after you have landed the stores you had on board for Gen^l Toussaint, you must proceed without delay to Cruize on the North side of Porto Rico, & to Windward of St Johns, as it now appears we shall have but little to do on this station

It is highly probable that most of the prizes taken by the French on the Coast of America, will be sent for Porto Rico — & should you have the good luck to recapture any of them — such as have Cargoes for the West Indies on board you may send down here to Doctor Stevens & such as have Cargoes for America, send them agreeable to their original destination, laying in your claim for $\frac{1}{2}$ Salvage

As soon as your provisions are expended, you had best run down here for a supply, or go into St Thomas's for it, 'till you have further orders, tho not to extend your Cruise longer than five weeks by which time I expect we shall have to make new arrangements.

wishing you success

I am

Your Most Ob^t

L^t CH. C. RUSSELL

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]

Nav Dep 26 Aug 1800

L^t J: H: JONES

of the *Scammel*

SIR, I hope you have begun recruiting, and that by the time you receive this letter you will be nearly ready for sea.

It never was intended that you should wait for the *Delaware*. It is essential that you should sail immediately, & I shall in two or three days send your Sailing orders.

As to M^r Wily, the Purser, I know not what to say about him. You observe that several gentlemen say he has been intoxicated the greater part of the time he has been at New Castle; but it does not appear that you have noticed it yourself, nor has Doc^t Anderson.

I should suppose that he could not be subject to intoxication, without your observing it yourself — We must endeavor to do Justice to every body in the Navy, at the same time that we protect the Public from imposition. If you clearly ascertain that this man is a Drunkard send him on shore & let M^r Stockwell supply his place for the cruise — but I hope you will not find this necessary — M^r Stockwell, however, will be at New Castle in two or three days to go on board of the *Delaware*, if he should not go in the *Scammel*.

The Schooner *Harmony* Cap^t Allen Scott, is to sail under your convoy to Cape Francois, with provisions for our Squadron on that station — She has been ordered to Join you at New Castle

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Jared Ingersol, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 26th Aug^t 1800

JARED INGERSOL Esq^r

Herewith I have the honor to enclose some documents relative to the French Privateer *L'Aigle*, captured [9 July 1800] by the United States Schooner [*Enterprize*] L^t John Shaw, also a certificate that

M^r Shaw was at the time of taking this vessel legally authorised to capture all such. I presume the Prize is at Fort Mifflin. The Prize Master is L^t William Davis. The Prize Agents named by M^r Shaw are Mess^{rs} Miller & Murray.

The *Connecticut* Captⁿ Moses Tryon has also captured [15 July 1800] and sent in a French Ketch *Le Chou Chou* (the *Philadelphia* Captⁿ Decatur in sight). It is presumed this prize is also at Fort Mifflin — The Prize Master M^r James Penrose is addressed by the Captain & Crew to the Navy Agent at Phil^a.

I have received no documents respecting this Prize. A certificate of Captain Tryon's authority to capture French armed vessels is enclosed.

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

To Thomas Claxton, Agent for furnishing the President's house, from Secretaries of State, Treasury, War and Navy

WASHINGTON
26th Aug^t 1800 —

M^r THOMAS CLAXTON —

SIR By an act of Congress passed on the 24th of Ap. 1800 the sum of Fifteen thousand dollars was appropriated for the purpose of providing furniture for the house erected in the City of Washington for the accomodation of the President of the United States to be applied under the direction of the Secretaries of the four Executive Departments.

We hereby constitute you the Agent for executing the above mentioned direction of Congress, and we engage to allow you for your services the sum of \$250 — in addition to the reasonable expences of any Journeys to Baltimore or Philadelphia for the purpose of procuring furniture —

It will be necessary to ascertain the quantity and description of furniture on hand, which being done you will take order for supplying what is deficient — If the fund is sufficient, two Rooms, that is the oval room on the second floor intended for the Drawing Room of M^r Adams, & the Northwest Room on the first floor, intended as the Drawing Room of the President, may be richly furnished — We wish the other Rooms to be furnished in a plain and elegant manner, avoiding expence as much as possible.

If you wish for particular instructions on any point, you will state your enquiries in writing —

We are &c

Sec ^y of State	}
Sec ^y Treasury	
Sec ^y War	
Sec ^y Navy —	

[NDA. GLB Vol. 4, 1800–1801.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t — 26th Aug^t 1800 —

THOMAS FITZSIMONS ESQ^t

I am honoured with your letter of the [space] Inst enclosing the Communications from Hallifax, which I shall immediately lay before the Sec^y of State —

At the present moment, indeed for some time, we seem to have as much reason to complain of England as of France.

A General Peace appears as necessary for us, as for the powers of Europe, and I hope this event is not distant — As to our Ministers at Paris, the latest dispatches from them are dated the 17th May — at that time the result of the Negotiation could not be foreseen.

The *Insurgente* and *Chesapeake* are near the Coast, and one or two smaller vessels — but I see not how they could interfere, even if they found a British National Ship in the very act of Capturing an American Vessel. Yet the circumstance of their being on the Coast, may have an unfavourable effect, and these or other Vessels shall be kept near the Coast —

I mentioned a few days ago, that the *Scammel* would sail for Cape Francois in ten days and would convoy any Vessels from Phil^a I know not when the *Delaware* will be ready —

I am &c

B. S —

[NDA. GLB, Vol. 3, 1799–1800.]

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

U. S. FRIGATE *Constitution*
27th Aug^t 1800

SIR, I am just now honored with your favor of the 13th of this month, your directions therein contained shall be duly attended too. I have already called the Officers together, and signified to them, that those who wished to decline the service must let me know their minds immediately, in consequence of this Notice five Midshipmen and one acting as such together with the Surgeons mate have informed me that they wish to leave the service — The service however will not suffer any thing by their declining it. not one of them promised well except M^r [John] Shore [Midshipman, U. S. Navy] of Virginia who left Rhode Island College and Joined the ship a few days previous to her sailing from Boston. he probably might have made a usefull man in the Service if he continued in it, there is however a great sufficiency of Midshipmen yet belonging to the Ship, and by far more promising than those that propose to leave the service. I have always understood that M^r Austin (a young Gentleman that has acted as Chaplain for about two years past) meant to leave the ship at her return from her late cruise, that his object in coming into the service was principally to acquire a little property to enable him to support himself a few years in the Commencement of the Study of the Law which he means to engage in; he is now absent and I cannot obtain immediately his answer on the Subject of Continuing in service. But I am almost Confident that he will decline. he has not had any warrant —

This subject leads me to inform you that I have again received a letter from M^r Delouisy who obtained leave of your honor to leave the service, at least I have been informed that was the case, he seems very importunate to be permitted to Join the Ship again, in any station that I may be pleased to give him. I will take the liberty to inclose his letter to me on that subject. I think the young Gentleman has been sufficiently punished for his folly, and as his Merit and abilities is not surpass'd by any that has belong'd to the Ship I should be glad if you would condescend to let him re-enter the service, and hold the same Station which he was honored with at the time of his quitting it. No one has a greater predilection for the service than he has and I learn from a Variety of ways that he is mortified in the Extreme at his own Conduct in leaving it.

I have the honor to be with great respect

Sir

Yr Obed^t Humble Servant

SILAS TALBOT.

Hon^{ble} BENJⁿ STODDERT Esq^r

Sec^y of Navy

[NDA, Area 7.]

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

[WASHINGTON, D.C.]

Nav Dep 27 Aug 1800

Cap GEO CROSS
of the *Jn^s Adams*
Charleston

SIR, As soon as the crew of the *John Adams* is paid off & discharged, which must be the first thing done after her arrival, the business of her re-equipment must be commenced and prosecuted with all possible vigor.

You will therefore without one moment's delay, furnish indents of every thing necessary in every department, for repairing the ship and replenishing her with stores of every kind to W^m Crafts Esq^r — It will be necessary to engage a few men to take care of the ship while she is repairing — these you may employ for this service only, or engage them as part of a new crew, as you may find most convenient.

You will direct your Purser to prepare all his accounts for settlement, & come on with them without delay to this place; & if you have any accounts of your own, independent of the Purser's, you will be pleased to transmit them.

Be pleased to ascertain & let me know immediately whether any & which of your officers intend leaving the service. Such of your officers as require it & can be spared you may grant leave of absence to, while the ship is repairing, taking care that they join you again, by the time she can be got ready for sea

I have the honor &^c

Sent under cover to W^m Crafts Esq^r — open —

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t — 27th Aug^t 1800 —

WILLIAM CRAFTS

The *John Adams* will probably arrive at Charleston in all next month —

Capⁿ Cross is instructed to make out indents for every thing necessary for the repairing and re-equipping of his vessel, and to furnish you with them — You will give him every aid in your power, to promote his dispatch. The *John Adams* requires a complete suit of Sails, which you will be pleased to have provided immediately —

The Crew is to be paid off and discharged and a new one entered —

You can procure monies for all these purposes by drawing on me.

I am &C

B — S —

P. S. Immediately on the arrival of the *John Adams* at Charleston you'll be pleased to write to M^r Pennock at Norfolk to send you for the use of that vessel, a Gang of new Lower Rigging of which the Public have an excellent stock on hand at that place — Captain Cross's orders are enclosed & left open for your perusal.

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON, D. C.]
N Deptm^t 27 Aug^t 1800

Cap^t RICH DALE
New York

I am honored with your Letter of the 22nd. — The Mutineers of the *Portsmouth* must wait their trial until the return of that Ship — Presuming that you will have completed the other business of the Court Martial at New York, I request that you will as soon as may be after receipt of this, repair to Philadelphia & convene a Court Martial there of which you are appointed President for the trial of Lieu^t Abraham Ludlow of the *Scammell*, on certain charges exhibited against him by Doctor Shannon, also of the *Scammell*, which are enclosed in another Letter directed to you at Philadelphia, & which Doctor Shannon will of course appear to support, You may detain Lieu^t Byrne on this Court, after which he will come on to this place agreeably to former orders — I presume you may find at & near Philadelphia a number of Officers sufficient to compose the Court, it may not be amiss however to bring one or two Lieutenants with you from New York if they can be spared from the immediate duties of the Ships fitting out there — You may probably obtain one Officer from the *Delaware* now at New Castle.—

I am &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Charles Biddle, Philadelphia, Pa., Agent for Prizes captured by ships commanded by Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t — 27th Aug^t 1800 —

CHARLES BIDDLE Esq^r

I am honoured with your letter of the 22^d Inst —

I am of opinion that Captain Truxtun is entitled to a Commander of a Squadron's share of the prizes taken by the Vessels of the Squadron on the Guadaloupe Station whilst they acted under his orders notwithstanding the event of his having quitted the Station, and that Captain Morris's succeeding him on the Command so far as relates to prize Money can only be considered from the dates of the respective vessels having received and acted under his orders —

I am &C

B — S —

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

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

PHILADELPHIA, 27th Augst 1800.

SIR, In consequence of your letter of the 19th inst. enclosing a copy of M^r John Roche's Letter to Captain Talbot of the 19th June, I have the honour of transmitting you my plea, and answers to M^r Roche's statements and the list of charges (severally & specially) which were handed by M^r Roche to Captain Barry. — If Sir, any part of my conduct while onboard the *Experiment* should appear to you to bear marks of irregularity after perusing the statement of facts here submitted, it will I trust be imputed to the constant and uninterrupted series of Vexation of mind, which I laboured under while commanding the *Experiment* in consequence of the habitual intemperance and insolence of some of my Officers, and the ignorance of others — To all the charges and statements exhibited against me considered as crimes, I plead not Guilty; and offer the following statement as my defence —

Viz^t —

First. "Discharging a commissioned Officer by threatening to send him to America in Irons, if he did not give up his commission —"

Answ. — The officer referred to is M^r Lapham, vide, his choice, per Journal, under date December 11. 12 & 15. 1799. — Also Doc^t Nicholson's repre[sent]ation & Cap^t Talbots Receipt.

Second, "Kicking and beating a Midshipman who had a Warrant."

Answ. For the particulars, and truth of this transaction, vide extract of the Journal under date Jan^y 3 & 6. 1800. —

Third. "Gave a Certificate to a Sloop that was plundered by us — that this was his Majesty's Schooner *Lark*, written by Lieutenant Joshua Blake." —

Answ. When I was about releasing the Vessel, the Captⁿ asked me for a certificate as he was bound into Benet, and expressed apprehension for the safety of himself & Crew, and Passengers unless it was give him; I requested M^r Blake to draw him a Certificate in such a

manner as would prove a protection to him against the Malice of Rigaud, which was given him without my signature, as I have been unable to write from the 27th December to the present time, owing to an injury which my Hand received: I never saw the Certificate until the same Vessel was again captured, nor did I ever (that I recollect) give him a promise of protection — The vessel was between five and six tons burthen only. — I fell in with her again on the 11th April, and at their request I conducted the Vessel until she got safely into Jacquemell — this was on my part an act of humanity — The overhauling of the Trunks I warmly opposed, but the Surgeon, D^r Nicholson (since deceased) and the other officers insisted on its being done, saying, that there was in all probability a large sum of Money contained in them — to their importunity I at length yielded, and the Trunks were overhauled by M^r Roche and the Purser, I being present — they both of them in the course of the scrutiny took away some little things which I objected to, particularly to two Gold Watches, some remnants of Calico, and some Thread, which I wished to have returned to the Owners; but M^r Roche and the Purser, and the other Officers would not consent to it. — To the searching of the Persons of the Passengers I also objected, and declared I would not have any thing to do with it; but the Officers insisted, urging the great sums of Money which they believed was Onboard; and it was done by M^r Boss, the 1st Lieutenant, the Purser, and the Sailing Master — so far from being the author of any severity towards these people I stood their friend, and was the means of obtaining a Time-Piece for one of the women, much against the inclination of the Officers; other articles I endeavoured to obtain for the rest of the Passengers, but was unsuccessful — Surprising indeed, that the promoters of all the rigour made use of, should now attempt to fix the censure on me!! The reason for taking the Passengers Onboard the *Experiment* was to save their lives in a gale of Wind, in which, had it not been done, it is my opinion they would inevitable have perished — L^t Shaw and M^{rs} Elroy, can attest the truth of this fact. —

Fourth. "Sending a man that had been proved to be a Thief, Prize Master of the Schooner *Del Carmen*."

Ans^r. The character of this man was unknown to me; I had heard (it is true) some Imputation of the Kind mentioned by M^r Roche, but I had every reason to believe that the charge was not well founded; while Onboard the *Experiment*, I do not believe a single man had any thing to object either to his conduct or behaviour — His deportment in his station as a Masters-Mate, certainly obtained from me a degree of confidence (which may in the event prove to have been misplaced); be that as it may, his appointment was a

measure of necessity, as I had no officer Onboard capable of the business but M^r Roche, and I was desirous of retaining him for a more important prize should I be fortunate enough to have one to send to America. —

Fifth. "Challenging all the Officers of the *Experiment* cock pit to fight across the Deck, or any other way they chose in time of actual chace —"

Ans. I was sitting in the Cabin and heard M^r Sheridan say "that let me die when I would, I should never die a Gentleman", "that I was a damn'd rascal for recommending the removal of M^r Porter to the *Amphitheatre* tender to the Commodore, alledging that I had done it out of enmity and ill will —" Hearing this Language, I came on Deck and went to the Cockpit and asked him whether the Commodore had not desired him and the others to burry all disputes until we arrived in America; but that if he could not drop it, I was ready and willing with my one hand to give him or any of them at that moment satisfaction; but requested them not to let me hear any such language in future, if they did, the consequences would follow immediately — In the evening of the same day L^t Sheridan came to me, and told me he had spoken rashly, and was sensible he was wrong —

Sixth — "Challenging L^t Edw^d Boss to go ashore with him at Sanbary, which they did, both proving Cowardly, returned as they went, without injury —"

Ans. All the difficulties that arose between L^t Boss and myself originated from his habitual drunkenness, which after 11 O'Clock in the morning generally incapacitated him from a regular discharge of his duty; M^r Boss on the occasion of this, generally behaved in the most indecent manner, endeavouring by every means to irritate me, and so far succeeded as to draw from me these expressions — that he deserved to have his nose pulled, and that if I was in a suitable place I would do it; but I do not recollect that any thing passed from me on the subject of Boxing — The circumstance of my having challenged L^t Boss arose from a dispute which he commenced in consequence of my requesting his son to assist at the Tackle fall in getting in Water, all hands were busily employed, and the assistance of all was wanted; notwithstanding which M^r Boss conceived himself affronted by my calling on his son, declaring it to be "a damn'd disgraceful thing to order him to the Tackle, and that no Gentleman would do it —" I told M^r Boss that he had often insulted me by calling me a Blackguard, and no Gentleman, and that I now wished to Know what he meant by this Kind of Language; he answered, that, this was not a place to tell, on which I pointed to the shore and told him there was a place — When we met the business was settled, as has frequently been the case, and Knowing there was

- no officer then onboard fit to take command of the Vessel, I was from a sense of duty more easily pacified; but for this circumstance no suspicion of cowardise would have been entertained — perhaps it may yet be done away —
- Seventh. “Threatening to cobb M^r Sheridan, and give him a dozen, if he did not do so, and so —”
- Ans^w. I am ignorant of any such Threat to M^r Sheridan, but in consequence of his frequent neglect of duty I have been obliged to reprimand him — vide, Journal Jan. 1 & 3. 1800 —
- Eighth. “Giving John Snyder, Thirty lashes with a cat of nine tails, for *stealing* Money —”
- Ans^w. True, and by the consent of all hands — see Jan^y 8th
- Ninth. “Standing down the Bite saw a Brig with two Barges, refused to pursue them by saying, if we fired to bring her too we should raize all the Barges, and place ourselves in a dangerous situation; therefore made the best of our way off.”
- Ans^w. Supposed to be the transactions of the 10th May, 1800. —
- Tenth. “Pressing Peter Knight, an american out of a Tartela [Tortola?] Privateer, and sending him Prize Master of the Danish Schooner *Mercator* to Cape Francois, from off Jacquemell, and never has since been heard off —”
- Ans^w — The Captⁿ of the *Defiance* behaved in the most insolent manner to L^t Boss and myself on account of his being brought onboard the *Experiment*; on the shipping paper it appeared that two of his hands were Americans; one of them of the name of Knight I knew from his nativity, and was well acquainted with his family at Newberry port — He was very well contented with the alteration in his situation, and the other also immediately enter’d with me: I hope this transaction will not be deemed blameable, if it is, I can only say that, the extreme insolence of the Captain of the Privateer — my wish to see my Countrymen engaged in our own Navy, and the Approbation of my Officers were the inducements by which I was governed —
- Eleventh. “Getting out Sweeps and rowing off from a one Gun Privateer, as he said, but generally supposed her to be a four Gun Privateer by the rest onboard; likewise telling M^r Blake he was the only man he saw on Deck get off —”
- Ans^w. Vide — M^r Gordon’s and other’s affidavits —
- Twelfth. “Getting Drunk at different times, Once in particular at Sanbury when the Vessel was got under way by M^r Roche while at Port au Prince —”
- Ans^w — The charge of intoxication I utterly deny, as also the circumstance of my giving orders to M^r Roche to get the vessel under-way: those orders were given by me to the Sailing Master, and not to M^r Roche; and I did not go below till after Eight O’Clock in the evening —
- Thirteenth. “Swearing he would have the Pleasure of breaking all

his Officers, as he Knew he would be broke himself, and that they could not break his damned Neck, in company with M^r Blake —”

Ans — To which I answer, that this charge is false, foolish, and Malicious —

Fourteenth. “Pressing John Mass, out of a Danish Schooner off Jacquemell.”

Ans — Answered by reply to transactions of the 10th charge —

Fifteenth. “Standing up the Bite, it being M^r Downes watch on Deck, supposing he saw a Schooner in shore at day light, informed Captain Maley, who came on Deck, and took her to be a Schooner with two Barges in company, ordered M^r Downes to make the best of his way of shore, he said there was no occasion to chase them, as they would be ready enough to chase us, therefore out Sweeps and pulled off — until it became lighter it was discovered to be a white place in a Bank on shore. —”

Ans — M^r Downes and the Officers of the Watch took it to be a Sail; but taking my night Glass soon undeceived them, ordered them to stand off shore, and went below. —

Sixteenth. “Giving Ships provision for Coffee, then making way with it for his own emeluments, and offering to sell it to the Crew, for 25 Cents per lb — likewise threatening every Officer like Boatswains Mates —”

Answer — I deny threatening Officers like Boatswains mate, but I confess that I was in many instances (as Commander of the Schooner) obliged to express myself in severe terms, in order to have my orders obeyed, and the ships duty performed — On the 7th Dec^r 1799, came up with and boarded a Danish Schooner from Acquin, bound to St. Thomas, out fifteen days & short of provisions, having neither Bread nor meat on board, and Eleven persons; I supplied him at the request of my Officers, (and Capt. De’Coster of Philadelphia, and Captain Hutchins of Cape Anne, who Knew the Danish Captain,) with fifty pounds of Beef and one Barrel of Bread, for which I received a bag of Coffee, and several times requested the Purser to place it to the account of Stores, and issue it as Ships provision; but not complying with my request in that instance, I desired him to charge the Beef and Bread to my account, which he did, and appropriated the Coffee to my own use — See Purser’s account —

Seventeenth. “Threatening to ring Lieutenant Boss’s Nose on Deck in the presence of all the Ship’s Company —”

Answered in the Sixth charge. —

Eighteenth. “Left the *Experiment* off[f] Jacquemell, and went into the Town, remaining all night, and got drunk —”

Answer. This is a singular accusation — M^r Roche well knows my business on shore at Jacquemell, as well as all the other Officers — We had Captured the Brig *St. Michael* bearing Spanish Colours, and sent her into Jacquemell, as I had not men to spare to send her round to the

Commodore, I went on shore after a consultation with the Officers for the purpose of selling her, if possible, and if not, to get her ready to be sent round to Commodore Talbot, and to obtain the Commandant's consent for that purpose; I found she could not readily be sold, and therefore obtained permission from the Commandant to let her go to the Commodore, and during the time I was ashore saw her got ready for Sea — I spent the night Onboard an armed Schooner of Touissant's, commanded by Captain Perry, and was Onboard the *Experiment* next morning at sun rise. — The charge of intoxication is as false as it is malicious — I had given the proper orders before I left the *Experiment* the preceding day, and she was not during the time I was on shore out of sight. — See also the Officers Opinion addressed to me —

Further Answers to the third charge —

With regard to what is mentioned by M^r Roche as to the first capture of the *Grand Rivau*, the Vessel it is true was ransomed by me for 187 Dollars, or there about, and not 300 Dollars as stated by M^r Roche — The reason for my so doing was, that I had so great a Number of Prisoners taken in her, and the *Amphitheatre* the night before, that I could not possibly (situated as I was), secure the whole of them, unless by leaving the station, which, (as mine was the only Vessel there) I could not think it prudent for me to do; the course which I pursued was the result of a general consultation of Officers as well as of my own decided conviction as to its propriety — The consultation on this occasion was agreeable to my constant practice in all cases where such a measure became necessary. — See also, Journal of the 4th february 1800 —

Further Answers to the 10th charge. —

As to putting the impressed Man as he is termed, Onboard the Prize *Mercator*, this was done with the consent of the Officers — they had witnessed his good behavior while onboard, and were anxious that he should be sent with a prize — He was desirous of getting home to his family, and by sending him to Cape Francoes I Knew that in the event of the *Mercator* not being condemned he could easily get a passage to America; and if condemned he was to remain in her — If he has been guilty of the fraud imputed to him, it was as little expected by the other officers as myself when he went onboard. —

Thus Sir, I have candidly and truly stated to you the causes that operated to produce the conduct complained of — And altho' the detail may be tedious, it could not be more confined. — I shall only add, that it is a mortifying circumstance for a person acting in the very important situation in which I have had the honour to be placed, to have his conduct called in question by an ignerant and Malicious Boy. — Bred to the Sea, I trust Sir, I know the duties of a Seaman, and sure I am that in every situation and under all circumstances the

honour and interest of my Country has been uppermost in my thoughts. — If I have erred, let the head, not the heart, be blamed; but before either is criminated let my conduct be Judged of by Men, equal to the task. —

With great consideration,
I am, Sir,
your most obedient Servant —

W^m MALEY

Honorable BENJⁿ STODDERT, Esq^r
Secretary of the Navy

P. S. Permit me, Sir, further to add that —

During the Cruize of 7 Months & 16 days, the *Experiment* was 7 Months under way, and laid at anchor (in and out of port) only 15½ days during the Cruize; which time was employed to the best advantage either in procuring Wood and Water, or waiting for Convoy. During the Cruize, the *Experiment* was Ninety times in full chase. — Spoke One hundred & Eleven Sail of Vessels. and captured, (and detained) fourteen. — The action with the Barges in the bite of Leogane is too Notorious to recapitulate here. — now Sir, I will thank you to Judge from the facts above stated; whether if I had been that *Coward* — *Drunkard* — and *Ignoramous*, which M^r Roche and the Boys (Men, some of them are not) who have joined the Coalition with him, represent me to be — (or have been) the Services above stated could possibly have been performed by the *Experiment* with me as her Commander? —

I submit the decision Sir, to you, and am perfectly willing to stand or fall by such decision. —

I have nothing further to observe excepting that

I am Sir,
respectfully,
Your most Obed^t
& very Humble Serv^t

W^m MALEY

The Honorable BENJAMIN STODDERT Esq^r
Sec^y of Navy

[See letter to Captain Richard Dale from Secretary of the Navy, dated 22 September 1800.]

[NDA, NO, Vol I.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 27 August 1800

Small breezes off the land. At 3 pm a small breeze from SSE. squared the yards. At ½ 5 [illegible] Cape bore NNE & Cape good hope bore N ½ W — 10 leagues At 7 parted lower St T^l haulyards, took in S^d Sails — At 8 took 2 reefs in F & Mizⁿ T. sails — At 11 handed Mⁿ S^l

At 4 steady breezes & fine weather At 6 let out all reefs & set fore top M & lower S^d sails. saw abundance of small birds & gulls round us
New Departure from Cape good hope —

Lat. Observed 33.52 S

Longitude in 16.0 E

[LC, EPP, 1799-1800.]

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

U S FRIGATE *Constellation*
Cape Francois August 28th [1800]

BENJⁿ STODDERT Esq^r

SIR I have the honour of informing you of my arrival in this Port Yesterday, I have got my Rudder on Deck, & find it in a very rotten, and Crazy condition, I have commenced my operations on it, & hope I shall be able to make it secure, but it will be a work of time, for want of workmen, having lost both my Carpenter, & Armourer, who lately died at the Hospital, the rest of my Crew are getting better, & flatter myself I shall be able to get many of them on board in A few Days —

I herewith transmitt to you substance of my Corrispondance with Gen Toussaint for your annimadversion, first, my letter to him, his Answer, & my reply, which I hope will not be deemed inamissible, or vergeing beyond my powers, as a Simple Commander in the Naval service, I feel the dignity, And prosperity, of my Country so much at heart, that I may be deemed officious in meddling with diplomatic functions, but be assured my intentions are pure, & sincere,

I refer you to Doct^r Stevens for the Proclamation; he promisses me to transmitt it to the Secretary of State, by this conveyance

I have the Honour to be

Your Most Ob^t

Hum: Serv^t

ALEX. MURRAY

[NDA. A. Murray's LB, 1799–1805.]

To General Toussaint L'Ouverture, Commander-in-chief of the Island of St. Domingo, from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*,
Cape Francois August 28th 1800

SIR I have this moment rec^d your favor of the 24th Thermidor, and hasten to reply to the contents

I am rejoiced to receive the proof you therein give me of your friendship & good inclination towards the U States and happy to find that we coincide in our opinions with regard to the friendly line we ought to pursue for the mutual benefit of our respective Countries and be assured that I most sincerely rejoice with you at the happy Event that hath crowned your arms with Success and Glory in driving off an inveterate Foe to good order and civilization

Previous to my arrival at the Cape, I met with the *Trumbull* at Sea, with her Prize, I had no guide for my conduct but my Instructions from the President of the U States which requires me to send all the Prisoners that fall into my hands to the U States which I have done and ordered the ship and Prize to proceed there without delay —

I must observe that in consequence of the capture of this prize the *Trumbull* was perverted from the fulfilment of my intentions which were to call at S^t Domingo for the Military Stores you allude to

I have very little doubt Sir, but upon mature consideration you will think that I have done perfectly right in sending those desperadoes to America where they will be rigorously confined and that in future this Island will be effectually rid of a set of worthless Vagabonds who

had they have effected their escape wou'd have been a Pest [to] civil Society in Peace or War

I have given in a list of their names to Gen^l Mayse which I presume will be Satisfactory to you to peruse, they appeared all to be Officers except the Women

I am greived to think that it will not be in my power to serve you at present to the extent of my wishes in consequence of the usual prevalence of Hurricanes on the south side of this Island till Oct^r I have in consequence been obliged to order the few Vessels we had there round to this Place for further orders; after the Hurricane Months are over you may freely ask for every assistance in my power to grant, and hope in the interim you will not sustain any inconvenience by the delay

With the highest consideration

I have the Honour to be

Your most Obd^t

Hum: Serv^t

ALEX^t MURRAY

Gen^l TOUSSAINT LOUVERTURE

Com^t in cheif of the Island of St Domingo

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

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

[WASHINGTON, D. C.]

Nav Dep 28 Aug 1800

L^t J. H. JONES

of the *Scammel*

New Castle

SIR, The Bearer, the Abbe Bourry, a particular friend of Gen^l Toussaint's, will take his passage on board the *Scammel*, for Cape Francois. I request that you will treat this Gentleman with every attention & civility — He is to be maintained at the Public expence.

I am Sir, &c^t

[NDA. OSW, Vol. 4, 1800-1801.]

To The Abbe Bourry, Trenton, N. J., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t — 28th Aug^t 1800 —

The ABBE BOURRY

Trenton

The Government in compliance with the wishes of Gen^l Toussaint, is desirous to afford you safe and speedy passage to Cape Francois — but it unfortunately happens, that there is but one Public Vessel now in the United States, which will shortly sail for Cape Francois, and this one is a small Brig of 14 Guns called the *Scammel*, commanded by Lieut^t [John H.] Jones, now at New Castle. This Vessel will sail in a few days, and if you should choose to take your passage in her, it will be necessary that you should proceed to join her in two or three days, after the receipt of this — I enclose a letter for Captain Jones, who will receive you, and treat you with proper respect. If you

decline going in this vessel, you will please to inform me, where you will be found five weeks hence, by which time we may have another vessel preparing for Cape Francois —

I am &C

B — S —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[WASHINGTON, D. C.]

Navy Depart^t 29th Aug^t 1800

Cap^t JOHN BARRY

Philadelphia

I am honored with your Letter of the 23rd instant

You may engage the number of Men requisite to assist in rigging the *United States* immediately on their being wanted, for which M^r Harrison will advance the Money on your application — With respect to opening a rendezvous to engage a new crew, it is desirable that we make use of the strictest economy — I do not mean that the Ship shall be detained for want of Men, much less that a full crew shall be sustained on expences when she is not ready for Sea in other respects, on this subject therefore I request that you will be pleased to give me the best information in your power, that I may be prepared to give the necessary orders in time. — You may make out your Indents for a full supply of provisions & other stores for a 6 months cruise, but I presume it will be time enough to think of taking them in 2 months hence. —

Your request respecting the Signals & the list of Officers shall be early attended to;

Cap^t Dale is appointed President of a Court Martial to be convened in Philadelphia for the trial of Lieu^t Ludlow of the *Scammel* on certain charges exhibited against him by Doctor Shannon also of the *Scammel* — To constitute a Court Cap^t Dale will require some of the Officers of the *United States*, to whom you will be pleased to give the necessary orders to attend, and render such other assistance to facilitate this unpleasant but necessary business as may be required. —

[NDA. OSW, Vol. 4, 1800–1801.]

Concerning building bridges, one across the Tiber and one across Rock Creek, Washington, D. C.

FRIDAY 29th Aug^t 1800.

At a Meeting of the heads of Departments present

Sec^y of State

Sec^y of the Treasury

Sec^y of War

Sec^y of Navy

ordered that a Sum not exceeding 500\$ be advanced to aid in the building of a Bridge over the Tiber, and that a sum not exceeding 1000\$ be advanced to aid in the building of a Bridge over Rock Creek.

That M^r Stoddert be authorised to direct these advances, on being satisfied that the said Bridges will be completed by the meeting of

Congress. — or for either of the bridges which he may be so satisfied will be completed — and that he be requested to urge the Commissioners to greater activity in making the footway or Pavement —

[NDA. GLB Vol. 4, 1800-1801.]

To President John Adams from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept. 30th Aug^r 1800

PRESIDENT OF THE UNITED STATES

The law requiring that the sentence of a Court Martial for the dismissal of a Com^d Officer shall not be executed until approved of by the President of the United States, I have the honor to enclose for your Consideration the proceedings of a Court on Lt Marner of the Frigate *Adams* —

The charges imply a degree of insubordination which cannot be tolerated in the Navy, without producing anarchy on board of our ships — and the sentence of the Court appears to be just —

I am &C

B — S —

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

[29 or 30 August 1800]

Extract from a letter from an Officer on board the U. S. Frigate *Congress*, to his friend in Petersburg, concerning the recapture of the American Merchant Brig *Experiment* from a French Privateer

PORTO RICO, 1st Sept. 1800.

"DEAR SIR,

"You will receive this letter by the American brig *Experiment*, re-captured by the United States ship of War *Congress*, on the 29th of last month, from a French privateer of 16 guns — The *Experiment* had been in the possession of the privateer only three days — she is loaded with wine, sugar and molasses, and is supposed to be worth 20,000 dollars — When we re-took the brig, the privateer by which she had been captured, was in sight, having in tow, two other prizes — we made all the sail possible, but were unfortunately prevented coming up with them, by the early approach of night. The prize master on board the *Experiment* informed us, that the privateer to which he belonged had lately been several times in sight of Cape Henry, and that there were at present three or four French privateers cruizing off the coast. From the same source we also learn, that the privateer from which we re-took the brig, had lately captured an American letter of marque, after an engagement of five glasses."

[LC, "Connecticut Journal" (New Haven, Conn.), 22 October 1800.]

[29 or 30 August 1800]

Extract from a letter from an officer on board the U. S. Frigate *Congress*

Off PORTO RICO, dated September 1, 1800

"The day before yesterday we recaptured a brig [*Experiment*] belonging to Portsmouth, (N. H.) from Surinam to Philadelphia, with a valuable cargo on board: she is one of the nine [?] captured by the

French privateer brig *Bayon[n]ese*, of St. John's (Porto Rico) in cruise of forty days, partly on the coast of America. We are all extremely healthy and our ship behaves well beyond every expectation."

[LC, "Federal Gazette & Balt. Daily Adv." (Balt. Md.), 6 October 1800.]

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

U. S. SHIP *Adams*
New York Aug^t 30th 1800

SIR Since my letter to you of the 27th Ins^t Captain Rich^d V. Morris and myself has made the following arrangements of Officers, Lieutenant Kelion Van Ranseleir in the place of Lieu^t Francis H. Ellison removed to the *New York*. —

Lieu ^t Samuel Parker	} to remain on Board the <i>Adams</i>	
James Trent Sailing Master		
Major Duncan		
Isaac B. Forman		
	Mid ⁿ	

Andrew Cowan Gunner — Remov'd from *N. York*

Joseph Murdock	} Midshipmen removed from the <i>New York</i> . —
Mathew French	
Edward Attwood	
Melancton T Woolsey	

No Purser, — I will therefore thank you to make the appointment —
I have the Honor to be

Sir

Your most Obed^t Serv^t

THO^s ROBINSON

To The Hon^{ble} BENJⁿ STODDERT. —

[NDA, A. 7.]

To Secretary of the Treasury from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 30th Aug^t 1800.

SECRETARY OF THE TREASURY

You will percieve from the letter herein from Sam^l Coleman and its enclosures, that the money for the Hospital and appurtenances at Norfolk must be paid before the property can be ceded to the United States, by the Gov^t of Virginia.

The Money is to be paid to the Commisioners appointed under the act of the Virg^t Assembly for the establishment of a Marine Hospital. — the sum appears to be, Eighteen hundred and fifty three pounds twelve shillings Virginia Currency. This business, will, I believe, be best transacted by Col^o Byrd. If you will be pleased [to] instruct him to pay the money to the Commissioners, and obtain the title to the property for the United States, I will at any time be ready to pay his order for the amount out of the deductions directed to be made for the support of Marine Hospitals out of the pay of the Navy

I am & C

B — S —

P.S. I also return Col^o Byrd's letter —

[NDA. Req. on US T, 1798–1803.]

To David Matthew Clarkson, U. S. Agent, St. Kitts, from John Garnett, Judge of the Court of Admiralty, Basseterre, St. Christopher

No. 1 BASSETERRE, S^t CHRISTOPHER'S 30 Aug^t 1800.

DEAR SIR, I understand that there is a Portuguese Brig [*Gloria du Mar*] now at Anchor in the Port of Basseterre, which had been taken by the French, and recaptured by one of the United States Ships of War, and that this Vessel has been here some days — Having had no application made to me by you on the Subject, I beg leave to ask you, what is intended to be done with her? and to observe that she is now within the Jurisdiction of the Court of Admiralty of this Island, and cannot with propriety, be removed from here, without the Order of that Court. You will see it laid down in the 3^d Volume of Blackstons Commentaries — page 108 which I send for your perusal — That, in Case of Prizes in time of War, between our own Nation and another, or between two other Nations, which are taken at Sea, and brought into our Ports, the Courts of Admiralty have an undisturbed and exclusive jurisdiction to determine the same according to the Law of Nations

I am with great regard

Dear Sir

Yours Faithfully

JOHN GARNETT

[NDA, A. 8.]

To John Garnett, Judge of the Court of Admiralty, Basseterre, St. Christopher, from David Matthew Clarkson, U. S. Agent, St. Kitts

[2] BASSETERRE ST. KITTS 30 Aug^t: 1800.

DEAR SIR I have this moment applied to Jno Rodgers Esqr Commander of the U. S. Ship *Maryland* who recaptured the Portuguese Brig now in this road — it is his wish to carry the same to the United States there to be proceeded against agreeable to the Laws of that Country & requests your permission if consistant for so doing — It is his wish to go with the Convoy tomorrow —

I am most respectfully

Dear Sir

Your very Hum Sert

DMC

The Honble

JOHN GARNETT Esqr.

[NDA, A. 8.]

To Captain John Rodgers, U. S. Navy, from John Garnett, Judge of the Court of Admiralty, Basseterre, St. Christopher

3 BASSETERRE S^t CHRISTOPHERS 30th Aug^t 1800.

DEAR SIR — I should be very happy to comply with the Wishes of Cap^t Rogers if I could do it consistently with my Duty but as the Vessel was the property of our Allies, and on her being recaptured has been brought into this Port within the Jurisdiction of the Court of Admiralty here It is impossible for me to give my consent for her being taken away until the regular proceedings are gone through — The ReCaptors will I trust find that they will have the same Justice administred here that they would meet with at home — I am

Dear Sir

Yours Faithfully

JOHN GARNETT —

[NDA, A. 8.]

[30 August 1800]

To David Matthew Clarkson, U. S. Agent, St. Kitts, from John Garnett, Judge of the Court of Admiralty, Basseterre, St. Christopher

4

DEAR SIR — Since I had the pleasure of converseing with you this Evening on the subject of my Letters to you today I have further considered the Business and am sorry to tell you that it is impossible for me to consent to the Portugeese Brig now at anchor here & under the Jurisdiction of the Court of Admiralty here being taken away without going through the necessary proceedings of that Court —

I am

Dear Sir

Yours Faithfully

JOHN GARNETT —

BASSETTERE 30th Aug^t 1800.

[NDA, A. 8.]

To Captain John Rodgers, U. S. Navy, from John Garnett, Judge of the Court of Admiralty, Basseterre, St. Christopher

BASSETTERE S^t CHRISTOPHERS 30 Aug^t 1800.

SIR, Having received Information that a Vessel belonging to the Subjects of the Allies of Great Britain had been taken by the French and Recaptured by the United States Ship under your command and brought into this Port and now at Anchor here. I wrote a Letter to M^r Clarkston as Agent of the Ships of War of the United States on the Subject, to which I received an answer expressing your Wishes to carry her with you to America — I wrote him a reply to that Answer and have since then seen him, he tells me that you stil wish to carry this Vessel there — I beg leave to assure you that I should be very happy to comply with those wishes, if I could consistently do it, but it is absolutely impossible for me to consent to her being taken from here until the regular proceeding of our Court of Admiralty, within the Jurisdiction of which, the Vessel now is shall be gone through — I have the Honor to be

Sir

Your Most Ob^t Serv^t

[NDA, A. 8.]

JOHN GARNETT —

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

[WASHINGTON, D. C.]

Navy Dept — 30th Aug^t 1800 —JOSHUA HUMPHREYS Esq^r

So many difficulties present themselves respecting the fixing on a scite for a building yard on the Delaware, that I am really at a loss how to act. I pray you therefore to assist me with your best judgment, taking into consideration all the Circumstances of eligibility of situation, quantity of ground, and the funds which can be appropriated to this object, which are but small. It is time the business should be in operation, and I have so much reliance on your judgment, that I have little doubt I shall concur with you in opinion, and at once order the purchase you advise —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Saturday, 30 August 1800

These 24 hours begins with moderate breezes & pleasant weather, still in chase At $\frac{1}{2}$ past 2. P. M. brought the chase too sent the boat on board, she proved to be the English Ship *Adventure* from Africa bound to Jamaica with Slaves —

At 3. d^e the boat returned hoisted her in on deck & hauled on a Wind to the North^d & East^d —

At 4. d^e Gravel point bore North. dist. 9. or 10. Leagues, moderate & pleasant At 6. point abacou bore N. N. W. dist. 6. or 7. Leagues & west end of isle a Vash N. by E. dist. 6. or 7. Leagues. single reefed the T. Sails & tacked Ship to the S^d & East^d hauled up M. sail Light airs & cloudy inclining to calms At $\frac{1}{2}$ past 6. in T. Gall^t sails —

At Midnight moderate & pleasant At $\frac{1}{2}$. past 3. A. M. fresh breezes & Squally, double reefed the T. sails. At 6. hauled on board M. Tack — At 7. Arquin bore N. dist. 9. or 10. Leagues At 8. fresh breezes & cloudy — at 10. wore to the North^d & East^d — At Meridian Moderate breezes & pleasant —

Carpenter employed caulking Jolly boat, people cleaning out Orlop deck & other Sundries Jobbs. —

[NDA, original.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Saturday, 30 August 1800

Pleasant Weather

At 8 AM. departed this Life M^r John Wood Midshipman.

Lat. Ob^d 31°11'

No Current.

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Lieutenant Joseph Strout, U. S. Navy, commanding, Saturday, 30 August 1800

the first part Moderate and Pleasant

Made Sail Occasionally

at 7 P M Charleston Light House bore NW 2 Legues Distance took in Sail and Lay off and on the Land

Middle part Moderate and Cloudy

Tackd Ship and Made Sail Occasionally

at 8 A M took on board A Pilot East 5 Leagues Distance from the Light House

Lieut Knapp went in with the Boat to Seek for Instructions

Latter part pleasant

at 12 Mer Charleston Light House bore W b S 7 or 8 Miles Distance

Lat Obs^d 32° — 49' N

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

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

NEWPORT Aug 31. 1800

We are honored with your favor of y^e 19 and in reply advise; that the Cargo of the Timber the *Gen Greene* will carry, must depend on the number of men she may be manned with — If not more than 70 or 80 men, officers included, the Cables water, provisions &c could be stowed between deck, and at each end — which we suppose would leave room for upwards of Three hundred Tons Timber to be stowed; The *Gen Greene* is a full built Ship with a very round bottom, she was set up for the Canton Trade, to carry her Tonnage & sail fast, she is a remarkable bouyant Vessel, that it must altogether depend on the number of men she carries, and on the person who may have the charge of loading her, about the quantity she may carry —

We are however of opinion, if she is wanted as a cruising ship, that the Timber could be freighted at less expence in merchant vessels — The dispatch in refilling the Ship, must depend on the officers, and the repairs & alterations that may be made — if those contemplated by Cap^t Perry are done, it must delay her outfitts — You may rely on our exertion to promote dispatch —

We are happy in advising, that there are no new cases of the malignant fever from the *Gen Greene*, either in Town or at the Hospital; the labourers employed for the last week, have been however, at an additional expence, from the apprehension of the Contagious state of her Hole — If nothing further appears to continue there apprehensions we shall reduce the price for labour, which we have been compelled to give —

HON. BENJAMIN STODDART —

[Newport HS. Gibbs & Channing LB.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Sunday, 31 August 1800

these 24 hours begins with fresh breezes & clear — At ½ past 1. discovered a sail to the North^d & West^d — bore away & made sail in chase. At 4. Arquin bore N. W. by W. dist. 10. Leagues — At ¼ past 4. saw another sail to the N^d & East^d —

At 6. Arquin point bore N. W. dist. 4 or 5. Leagues, moderate & pleasant At 8. took in Light sails & hauled up M. sail & bore away to the North^d & West^d — At 9. up F. S & in T. G. Sails — At ½ past 11. squally double reefed the T. Sails & single reef'd M. sail

At 12. fresh breezes & pleasant At 3. A. M. wore to the North^d & East^d At ½ past 4. Let one reef out of the T. sails At 5. saw a ship to the East^d made sail in chase — At ½ past 6. made the private Signal of the day which was answered by the British frigate *Meleager* — At 7. up courses & in T. Gallt. sails. At ½ past 7. she made signal to speak us, Wore & stood for her, the Diamond point bore N. W. dist. 2. or 3. Leagues, Light winds & pleasant At ½ past 8. came on board, a boat belonging to the *Meleager*. At 9. I went on board & came back with a Gentleman & his servant bore away to the West^d — set Royals steering sails & stay sails — At Meridian the Diamond bore N. N. W. dist. 4. Leagues — carpenter employed caulking cutter people employed at sundries. —

[NDA, original.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 31 August 1800

Fresh Breezes and hazy At $\frac{1}{2}$ past Meridian Saw a S^l on the Wea Bow hauld up and made Sail At $\frac{1}{2}$ past 2 P M She Bore down for us & made Signals fired a Gun Leeward by our not answering the Signals She Wore & stood to the N⁴ At $\frac{1}{2}$ past 3 Tack'd to the N⁴ & East'd and gave Chace At $\frac{1}{2}$ past 9 lost sight of her Shortn'd Sail At 10 Tack'd to the S⁴ At $\frac{1}{2}$ past 10 Wore Ship to the N⁴ & E⁴ and Boarded the Schooner *Eliza* from Norfolk bound to S^t Christophers Rich'd Fryer Master 30 Days out At $\frac{1}{4}$ past 11 Wore Ship to the S⁴ At 5 A M Saw the Land point North bearing S W by S Wore Ship to the North'd At 6 Wore Ship to the South'd and East'd — At 8 Set the Main Sail At 9 Tack'd to the N⁴ At Meridian hazy Weather Tack'd to the S⁴ Latt'd Obs'd 16.44 N.

[NDA, original.]

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

[WASHINGTON, D. C.]

Navy Department 1st Sep^r 1800.

SIR I have rec^d certain information, that Three Privateers, Commissioned from Guadaloupe, but probably belonging to Porto Rico, were very lately, very successfully employed in capturing our vessels, inward as well as outward bound, between L^e 30 & 35 & Long 70 & 80. — I pray you to direct your early attention to these Privateers — and it will be necessary that you devote more time than my Instructions of the 21 August seem to require, to searching for Privateers between our Coast & the Island.

I have the honor to be
with great respect S^r
Y^r most obed Serv^t

BEN STODDERT.

Cap^t LITTLE

[F. D. Roosevelt Collection and NDA, OSW, Vol. 4.]

To Captain John Barry, U. S. Navy, from Master Commandant Cyrus Talbot, U. S. Navy

FRIGATE U States September 1st 1800

SIR I have sent up an Indent of Riffin, Paint, &c. for the gunner — we likewise want five Bolts of canvass N^o 5 for the purpose of Repairing Steering & other light Sails, a man acting as Stewart has Repair'd on Board, but has Produced no order from you to act as such.

the carpenters go on as usual, and we have the New Fore Riffin over the Mast head, the main yard is down — and the Mizzen Riffin over the mast head, our men behave well, they are so few that the work goes on heavy, the armourer and coopers Indent for tools are sent up, they can do nothing without them I should like to have either M^r Somers or M^r Mead sent down.

M^r Darnly Lieu^t of Marines complains of the Marines being put to that kind of duty, which, by his Instructions from the Collonel he is

obliged to Resist, I have refered him to you, and in the mean time I shall not deviate from what has been practiced heretofore. It is Impossible to do without their assistance at times.

I have the honor to be

Sir

your Ob^t humble Ser^t

CYRUS TALBOT

Commodore JOHN BARRY.

Philadelphia

P S. the coppers of the Camboose are sent; and I have given directions to the officer to bring down the Engine, if done. — we want Wood to Stow between the Water Butts as that is the only Space on Board calculated for that purpose and we are all ready to take them on Board

[NYPL. NDA photostat.]

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

[WASHINGTON, D. C.]

Nav Dep 1 Sept^r 1800

Cap^t JAMES SEVER,
or the COMM^d OFFICER
on the *S^t Domingo Station*,

SIR, The schooner *Harmony*, Cap^t Scott, sails under convoy of the Brig *Scammel* L^t Jones, with Provisions for the Squadron under your command.

Should the *Harmony* fall in with you, prior to delivering the Provisions to N Levy, you will take on board of your ship, her proportion, & order the same to the other Vessels immediately with you, & let the rest be delivered to Nathan Levy Esq^r at Cape Francois

I enclose you a[n] Invoice of the Provisions shipped in the *Harmony*.

The *Scammel* is to act under your command.

I have the honor to be &^c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Nav Dep 1st Sept^r 1800

L^t J H JONES of the *Scammel*
care of Mess RIDDLE & BIRD,
New Castle Delaware

SIR, Having already furnished you with all the necessary instructions for the government of your conduct on a cruise — it only remains for me now to direct, that taking under your convoy the Schooner *Harmony* Cap^t Allen Scott, and such Merch^t Vessels as may be ready to sail with you, you proceed to Join our Squadron on the *S^t Domingo Station*, rendezvousing at Cape Francois

You will see the *Harmony* safe to Cape Francois — Her cargo is to be delivered to Nathan Levy Esq^r, our Agent there, unless you should meet the commanding officer on your passage, by whose orders you will then be governed.

After performing this service, you will cruise in the Vicinity of St Domingo, until you fall in with Cap^t Sever, or the commanding officer on that station, under whose command you are to act until further orders.

Wishing you great success

I have the honor &c^e

[NDA. OSW, Vol. 4, 1800-1801.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 1st Sept^r 1800

GEORGE HARRISON Esq^r

The Regulations of Congress authorise Slops Cloathing to be provided for the Sailors. They are to be delivered to the Pursers, who sell them at fixed prices to the Sailors to be deducted out of their pay. This is meant as a humane regulation, to prevent the Sailors from suffering and to prevent impositions on them by the Pursers. — Be pleased therefore to provide and have delivered over to the Pursers of the different Vessels now, and in future under your agency, such Numbers of the following articles not exceeding the number of Sailors composing the respective crews, and excluding the Marines, as you shall on consultation with the Captains & Pursers judge necessary for a cruise of 6 Months — viz. Shirts, frocks, outer Jackets, under Jackets, Flannel Drawers, Overalls, Linnen or Worsted, Shoes, Wool hats, Blankets & Matrasses. a few of the latter, I presume will answer.

These articles should be bought by whole sale, and an invoice of the Prices to which 12 p^t cent. should be added, delivered to the Pursers. it being intended that the United States are not to loose any thing by the provision, nor is it meant that they should gain at the expence of the Sailors. You will forward duplicate Invoices with the Purser's receipts to the Office of the Accountant of this Department that he may make the proper charges therefor. In addition to the articles mentioned a few Watch Coats may be necessary for each Vessel. These you will please furnish at the request of the respective Commanders, not exceeding six or eight for the smaller Vessels & in proportion for those of larger size. They are not to be sold, but to be supplied to the Men on duty at the discretion of the Captains — Other articles which may be wanted by the Sailors may be supplied to the Pursers at their own Risk & for their own emolument — It is only meant that necessary articles shall be provided by the Public —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Monday, 1 September 1800

these 24 hours begins with moderate breezes & pleasant weather, running down for Aux Cayes —

At $\frac{1}{2}$ past 3. came too off Fleming's bay with the best bower in 7. $\frac{1}{2}$. fathoms water, the town of Aux Cayes bearing W. by S. dist. 1. $\frac{1}{2}$. Miles. At 4. hoisted the cutter out & went on shore with the Gentleman that we received from the *Meleager* —

At 7. the West end of Isle a Vash bore S. by E. dist. 4. or 5. Miles, squally with rain. At 8. Moderate & pleasant —

Middle part Light airs & pleasant At Midnight I returned; moderate breezes & cloudy —

from 4. till 8. A. M. calm, sent the Jolly boat on shore for wood —

At $\frac{1}{2}$. past d^o I went on shore

At Meridian Light breezes & pleas^t People employed Staying the masts & setting up the rigging fore & aft

[NDA, original.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 1 September 1800

First part fresh Breezes and hazy At $\frac{1}{2}$ past 3 P M Tk'd Ship to the N^d & East'd At 6 P M the N E end of Deserada bore S E $\frac{1}{4}$ S the N W part S by E At 11 P M Tk'd Ship to the S^d & E^d

At $\frac{1}{2}$ past 6 A M Squally with rain

At 7 Wore Ship to the N^d & East'd & Set top Gal Sails At 8 Deserada bore S W $\frac{1}{2}$ W about 4 Leagues At $\frac{1}{2}$ past 10 Saw a Ship to Windward Exchanged Signals She came down and proved to be the *Connecticut*, Captⁿ Tryon Visited the Commodore

At Meridian Deserada bore S W by S $\frac{1}{2}$ S dist 8 or 9 Leagues

Latt'd Obs'd 16.48 N.

[NDA, original.]

[2 September 1800]

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

UNITED STATES SHIP *Maryland*

at Sea in Latitude 30° 15 & Longitude 71° 16'

September 20th 1800.

SIR On the 2nd Instant I captured the Ship *Aerial* Peter W^m Marrinner Master and owner with a crew of twelve Men on board including himself — it appears that said Marrinner — who is a native and citizen of the United States, by his own acknowledgment has been trading between Guadaloupe and S^t Bartholomews under Sweedish Colours, and that he bought said ship *Aerial* in Guadaloupe, and by the way of cloaking his depravity and evading the laws of his Country, bargained with and hired an English privateer to carry him into Montserat, where said ship *Aerial* was Condemned in the Court of Vice admiralty, after which said Marrinner obtained a copy of the ships Condemnation and a bill of sale from the owner of the privateer which was said to have captured her — Altho it appears that the privateer was prevented by some unforeseen circumstance from meeting the ship at the place and time appointed, and that said Marrinner went into Montserat with said ship *Aerial* with British colours hoisted over the french, and afterwards rebargained with the owner of the privateer, who declared that the ship was his prize — in consequence Marrinner obtained a Copy of the ships Condemnation and a bill of sale for the consideration given the owner of the privateer — all of which will be proven hereafter by Marrinners own Acknowledgments.

I have the Honor to be

With the Utmost Respect

Sir Your Obed^t Humbl^e Servt

JN^o RODGERS

Honbl^e BENJⁿ STODDERT Esqr

Secretary of the Navy

[P. S.]

SIR The Marines of this Ship are without cloathes Indeed I may say they are almost naked.

If you should think proper to order some cloathing to be sent on to Baltimore for them by the ships Arrival, they will be very acceptable—I mention this Sir, to prevent their ragged appearance having its effects on the minds of people of the same class.

I have the Honor to be

With the Utmost Respect

Sir Your Obed^t Humbl^e Servt

JN^o RODGERS

[NDA, A. 8.]

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

[WASHINGTON, D. C.]

Nav Dep 2 Sept^r 1800

Cap^t RICH^d DERBY

Portland — & Salem —

SIR! The Frigate *Gen^l Greene*, now at Newport is preparing for a cruise, but it may be several weeks before she is ready for Sea. You will be pleased as soon after the receipt of this as convenient to repair to Newport & take command of this Frigate.

I have the honor &^e

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Navy Dept — 2^d Sept^r 1800 —

GIBBS & CHANNING

I am hon^d with yours of the 24th Ult^o — As it is doubtful whether a false Keel would be of Service to the *Gen^l Green* or not, and as the experiment of putting one on, would be attended with expence and delay of the ship, for the Services of which we have immediate occasion. A false Keel must not be put on, unless you have gone too far to recede.

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 2 September 1800

First part Moderate and pleas^t the *Connecticut* in Co, At ½ past 1 Tk'd Ship to the S^d & E^d At 3 Boarded the Danish Brig *Magdelin* Eliza Cornelius Master of S^t Thomas's from Gorre in Africa bound to S^t Thomas's with Slaves — At 6 Deserada bore S W about 9 or 10 Leagues At 8 Wore Ship to the N^d & E^d At ½ past 10 took in the Spanker and Set the Mizen At 11 Tk'd to the N^d & E^d Saw a Sail

a head clear'd Ship for Action At $\frac{1}{4}$ past 1 A M Spoke his Britannic Majesties Frigate *Southampton*

At Day Light Saw a Sail to Windward who made a Signal to Speak the Commodore

At 9 took in top Gal Sails and back'd the Mizen top Sail At Meridian Light Airs Inclined to Calm Wash'd the Orlup Deck

Latt'd Obs'd 17.15 N.

[NDA, original.]

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

[U. S. FRIGATE] *Constellation*
Cape Francois Sep^r 3rd 1800

BENJ^r STODDERT Esq^r

SIR I am sorry to inform you that our detention here hath been longer than expected, we have had difficulties in getting timber large enough for the repairs of my Rudder, and have finally been obliged to vamp it up with two pieces, which I flatter myself will now be as strong as ever —

The *Herald* arrived here a few days ago, for Provisions, & have now dispatch'd her as Convoy to a few Vessels which she is to see through the Passage, after which she will proceed to terminate the latter part of her engagements with her Crew off St Johns Porto-Rico, then to return here and take what Vessels may be ready under her Convoy to the U States —

The *Richmond* arrived here this day, I shall hurry on board what supplies she may want, and send her down to cruise about the east end of Cuba, till further orders —

The *Augusta* I expect here soon, I shall dispatch her for the same station and am sorry to say, from all the reports I have had, since my arrival on this station, and corroborated by the inclosed Letter from Cap^t Russell, that the Com^r of this Vessel hath conducted himself in a very unwarrantable manner, and paid but little attention to his Instructions, and with discredit to the service —

From all that I can learn Cap^t Russel appears to be the only exception, who has acted with discretion, on this station the Commanders have generally degraded themselves by receiving presents for their services, particularly the Com^r of the *Boston*, of which you will be informed of by Cap^t Talbot.

Cap^t Law appears to be a clever active man as far as I can yet judge, I have not heard of anything to his discredit —

I hope to be ready to depart from this in two days & shall continue to ply about in this neighbourhood till further orders from you —

I am

&c &c —

[NDA. A. Murray's LB, 1799–1805.]

To Lieutenant Charles C. Russell, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U S FRIGATE *Constellation*
Cape Francois Sep^r 3rd 1800

D^r SIR As you have now your supplies on board, 'tis my request that you take what ever Vessels may be ready under convoy and proceed with them as far as the Lat: 25' unless you meet with a favorable slant of wind after you get through the passage, to enable you to gain your station without loss of time, which will be off S^t Johns Porto-Rico during the remainder of your engagement with your Crew, allowing a reasonable time for returning here, to take any Vessels that may be ready under your protection to the U S — As you have ever given proff of your steadiness, and sound Judgement in the fulfilment of your Instructions I have nothing further to observe than to assure you of my personal esteem & fervent wish, that you may terminate your Cruise with success and honor —

With every consideration

I am

Your most Obd^t

Hum: Ser^t

ALEX^r MURRAY

Cap^t C RUSSELL

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

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

[WASHINGTON, D. C.]
Nav Dep 3 Sep 1800

SILAS TALBOTT Esq^r
Boston

SIR, I am honored with your letter of the 24 [25] ult^o, together with your returns of stores expended & wanting on b^d the *Constitution*. You will be pleased to have your Journals packed up & delivered to the Navy Storekeeper at Boston, to be forwarded by water when an opportunity offers.

Your feelings as a military man, might have been more gratified had opportunities been afforded you of engaging in scenes of greater brilliancy — but no services you c^d have rendered, could have been more useful & more important to your country than those you have meritoriously performed, in protecting with effect a great proportion of our commerce in laying the foundation of a permanent Trade with S^t Domingo & in causing the American character to be respected by the just, temperate judicious course by which your conduct has been marked, during the whole time of your command at S^t Domingo. You may reinstate M^r Delouisy as a Mids^o & order him on b^d the *Constitution*.

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Nav Dep 3 Sept^r 1800

RICH^d V MORRIS Esq^r
N York

SIR, The *New York* is allowed besides Commissioned & Warrant officers and a detachment of Marines which will be supplied you by the Major of Marines, 100 able Seamen at 17 dolls p^r m^o & one hundred & thirty seven ordinary Seamen & Boys at from 5 to 14 dollars, according to merit — all to be entered to serve one year from the ship's first weighing anchor on a cruise — You may allow two months' advance; but previously take care to obtain responsible security to resort to in the event of desertion.

Every Person entered must take an oath agreeably to the form you will receive herewith.

I enclose you a complete sett of recruiting Papers, which you know too well the use of, to require any explanation from me.

You will commence recruiting, so as to have your complement completed, by the time the ship is prepared in other respects for sea, but not much before.

Seven thousand Dollars will be remitted you this day for recruiting purposes — Your recruiting officers will be allowed two dollars for each recruit duly entered, in full for every expence —

Prior to Sailing, you will transmit your accounts and Voucher's to Tho^s Turner for settlement

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 3 September 1800

Fresh breezes & cloudy weather.

At 10 let a reef out of the M^otop sail. At 12 steady winds. At 3 am carried away Larboard M^o T G sheet. rebent the same & set the sail. Steady breezes. At 11 set M^o Sail & Shifted foresails.

7 sick men on board. Island of S^t Helena bears..... N 58.0 W
Distance..... 861 m^o

Lat. Observed 23.41 S

Longitude in 7.8 E

[LC, EPP, 1799–1800.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Wednesday, 3 September 1800

At 2 PM saw Land bearing W S W distance 6 Leagues

Sounded occasionally during the Night —

At ½ past 6 departed this Life Edward Moore Landsman

At 12 the Capes bore N W b W distance 5 Leagues —

Lat Ob^d 38° 42'

Light Breezes inclining to Calm — — At ½ past 5 PM the Light house bore W b. S ½ S — At 9 oclock came to in 9 Fathom Water, the Buoy of the Brown bearing NW b N. the light house S. b W. —

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 3 September 1800

First part Light Breezes and Cloudy At $\frac{1}{2}$ past Meridian Spoke the U S Frigate *John Adams*, Captⁿ Cross & Captⁿ Tryon [in U. S. S. *Connecticut*] Visited the Commodore

At 4 P M the Captains returned on Board their respective Ships Wore Ship to the Southd and East'd and made Sail —

At Midnight Light Airs and Cloudy Weather

At 2 A M Saw a Sail to Leeward Bore away and gave Chace — At 6 Light Airs and Cloudy Weather At 8 Set ring Tail and Water Sail —

At 10 Dark Cloudy Weather with rain

At Meridian Light Breezes the Chace a head —

[NDA, original.]

To Benjamin Hodgdon, Agent to the U. S. Schooner *Experiment*, Philadelphia, Pa., from Captain Silas Talbot, U. S. Navy

U. S. FRIGATE *Constitution*
Presidents Road 4th September 1800

SIR, I am now to acknowledge the rec^t of your favor dated the 21st of August.

I have not time Sir, to explain to you fully my Ideas of the several matters you have been pleased to state relative to the Schooner *Amphitheatre*.

In the 1st place I shall observe that the prize in question was detained as a Tender by Lieu^t Maley's free consent: for he added, when I mentioned the matter to him, that he was perfectly willing, that she should be thus employd, and that it was just what he wished. He said nothing of any compensation, and I never expected that he ought, or, that he *would* receive any consideration.

I conceive that an Officer situated as I was, had authority, and that it, was always's his duty, to detain any prizes, that might tend to the good of the service; there are as I suppose many precedents of the kind in point; in our service — and thousands in the British service; Cap^t Truxton manned out the *Insurgent*, and kept her cruising for a considerable time after she was captured, and before she was brought into any port of the United States for Condemnation. I presume that he did not expect that the U. S. would pay him for the Value of the Ship had she been captured in our service, or, otherwise lost at Sea.

You say that M^r Levy the Navy Agent made a considerable charge against the prize. This I presume was to equip her with stores for the passage to America. I dont see any *force* in this, (as it is meant to be applied) for she was equally well equip'd when she left the *Constitution*.

When the *Amphitheatre* was taken she was badly found in all respects, and which as I understand was the Occasion of her Captor — she was continually supplied from the *Constitution* with sails, and rigging; and it is my Opinion (and I find on enquiry since receiving your letter that it is also the Opinion of my Officers) that she was better found when she was Ordered to the U. S. for Adjudication than when she was first in service.

If the Navy agent at Philadelphia supplied the Vessel in question with necessary provisions for the people; I presume that all such charges

were right because all her men were in the service of the U. S. and I think that M^r Stoddert can't refuse to allow such an account: but if demands were made for other matters, that related solely to the Vessel, I think he was consistant in refusing them. she was not sent to America as being in service but for trial in the Admiralty court — On the whole Sir, I am of the Opinion that the crew of the *Experiment*, are not entitled to any compensation for the time she was detained after Capture, and previous to being sent [from] the station of S^t Domingo, for Philadelphia

I have the honor to be

with great respect

Sir

Your Humble Serv^t

SILAS TALBOT.

BENJ^s HODGDON Esq^r

Agent to the U S S[c]hooner *Exp^t* Philadelphia

[NDA, A. 4.]

[4 September 1800]

Statement by W. Athearn of the American Merchant schooner *Nancy*, belonging to Leach and Watson, and captured by a French Privateer Schooner

MESSRS. YOUNG AND MINNS — By publishing the following you will oblige your friend W. ATHEARN.

I sailed from Boston in the sch. *Nancy*, belonging to Leach and Watson, on the 19th of Aug. last, and in 16 days was taken by a French Privateer sch. of 12 guns and 80 men, and carried to St. Johns, Porto Rico, where I found the following American Vessels, which had been captured, viz sch. *Lark*, Randall, fr. St. Vincents for N. York; *Hannah*, Dighton from do. for Kennebunk; sloop *Hercules*, Tolman, Anguilla, for Wilmington; sch. *John*, Bayton, Norfolk to St. Thomas; brig *Juno*, Vincent, Philadelphia to Jamaica; sch. *Favorite Alice*, M^cConnell, Norfolk to Jamaica; sloop *Hiram*, Wilson, N York to St. Thomas; and a Wilmington Brig. I think it my duty, in behalf of the above mentioned masters and myself, to proclaim to the world the villainous treatment received from their captors, they being stripped of their goods and turned on shore pennyles, and but for the humanity of the Spanish Government, who obliges the captors or their agents to furnish the masters with a bare support, might have been reduced to have begged their bread: — There was a Frenchman there, whom foreigners called a Consul, but the Spanish Government had not acknowledged him as such, and he was only permitted to act as receiver of plundered or stolen goods, in behalf of his countrymen. An American Brig called the *Polly* said to be from N. York, bound to Jamaica, brought in here, and purchased by a Frenchman, called Cartang. Said brig is bound to N. York or Philadelphia, and commanded by Thos. Randall, mentioned in the foregoing list, and is supposed to be covered as American Property by him. The Collectors will do well to watch the arrival of the aforementioned brig, as she will be in America about this time.

[LC, "The Mass. Mercury" (Boston, Mass.), 2 December 1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, Thursday 4 September 1800

Gentle breezes and clear. At $\frac{1}{2}$ past 4 got under way. Wind West At $\frac{1}{2}$ past 12 came to in 5 fathom water, abreast the Lower end off Bombay Hook — The Crew very sickly.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 4 September 1800

First part Light Airs and Cloudy Weather made Sail in Chace At 2 P M gave the Chace a Gun and brought her too, At 4 Boarded her the Schooner *Virago* of and from New York to Curracoa Tho^s W Fuller Master 28 Days out At 6 hauld to the North'd —

At 11 Wore Ship heavy rain —

At Day Light Saw a Sail on the Lee Quarter

At $\frac{1}{2}$ past 6 Light Airs Set top Gal Sails

At 8 A M Set Spanker and Stay Sails

At Meridian Light Airs and Cloudy

Latt'd Obs'd 17.57 N.

[NDA, original.]

[5 & 6 September 1800]

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

[WASHINGTON, D. C.]
N Deptm^t 17 Sept. [1800]

JOHN BARRY Esquire
Commander of the Navy

Enclosed you will receive an abstract of the proceedings of a Court Martial held at Philadelphia for the trial of Lieu^t Ludlow, with my confirmation of the sentence, on which you will be pleased to take the proper order. —

I have the honor &c

[Enclosure]

Abstract of Proceedings of Court Martial for Trial of Lieutenant Abraham Ludlow, U. S. Navy

At a Naval General Court Martial where-of Cap^t Dale was President, held at Philadelphia on the 5th & 6th of September instant, Lieu^t Abraham Ludlow of the Brig *Scammel* was tried on the following charges —

1st With "frequent intoxication"

2nd "That on the 23rd of May at S^t Thomas's, he came on board "intoxicated, & struck and abused Doctor Shannon without the "least provocation" —

The Court having carefully & deliberately weighed & considered the evidence produced, & what the Prisoner had to offer in his defence, acquitted him of the first charge, But the 2nd charge being fully proved, The Court adjudged the Prisoner Lieu^t Abraham Ludlow to be suspended from the service of the United States from the said

6th day of September instant, & his pay and emoluments to be suspended the same time — Which sentence is hereby confirmed. —
B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Navy D. 5 Sept^r 1800

Cap SILAS TALBOTT
of the *Constitution* Boston

SIR, The Government considers the capture of the *Sandwich* [12 May 1800] at Puerto Plata, as an infringement of the rights of Spain, within whose Jurisdiction the capture was made — and has requested the District Attorney at New York to withdraw his libel, in order that the Vessel may be restored to the Spanish minister, who has made a Demand of her — Difficulties it seems have been interposed by the Agent of the Captors, under the idea, that the Captors had acquired rights, which the Government could not surrender without admitting or denying the truth of the principle, that the officers & Crew of a Gov^t ship may acquire rights before condemnation, in a Vessel taken as a prize, which the Government cannot surrender, it will be sufficient to observe, that there is no Law, under which this Vessel can be condemned as a legal prize. The Laws only authorize the capture of French armed Vessels, or armed Vessels sailing under the authority of the French Gov^t, on the high seas, and by no means authorize the capture of such Vessels within the Jurisdiction of a Nation with whom we are at peace It is therefore requested that you will be pleased immediately to direct the Agent for the Captors to withdraw his opposition to the surrender of the Vessel. A further Prosecution can only be attended with expence to the Captors; and it is desirable for the sake of harmony with Spain, that the giving up of the Vessel should rather appear the Act of the Executive, than of the Courts.

At the same time that I make this request, I cannot withhold my intire approbation of the spirit which dictated & the gallantry which atchieved an enterprize which reflects honor on the American Navy; and knowing as you did, that the Puerto Plata was substantially French, tho' legally Spanish Territory, a formal surrender not having been made under their treaty, no part of the merit of making the capture can be taken from you, by the relinquishment of the Vessel.

I have the honor &c^o

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from Journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Ganges*, Friday 5 September, 1800

Fresh breezes and clear. At 7 got under way and beat up the river. At 2 PM came too off the lower end of Reedy Island

[NA.]

Extract from log book of the U. S. S. *President*. Captain Thomas Truxtun, U. S. Navy, commanding, Friday, 5 September 1800

These 24 hours Strong Gales, and clear weather.

At ½ past 5. P. M. Weighed Anchor at Sandy Hook.

At 8 P. M. Sandy Hook Light-house bore N. W. distant five Leagues; from which I take my departure, it being in the Latitude $40^{\circ} 25'$ N & Longitude $74^{\circ} 00'$ W.

At 7 AM a sail in sight off the Larboard Bow.

Latitude Observed $38^{\circ} 30'$ N.

Longitude Observed $73^{\circ} 28'$ W.

[J. Sawyer Col., Portsmouth, N. H.]

[6 September 1800]

Proclamation of President John Adams Lifting Ban on Commerce between the United States and Hispaniola

BY JOHN ADAMS,

President of the United States of America.

A PROCLAMATION.

WHEREAS by an Act of the Congress of the United States, passed on the twenty seventh day of February last, entitled "an Act further to suspend the commercial intercourse between the United States and France, and the dependencies thereof" it is enacted "That at any time after the passing of the said act, it shall be lawful for the President of the United States, by his order to remit and discontinue for the time being, whenever he shall deem it expedient and for the interest of the United States, all or any of the restraints and prohibitions imposed by the said act, in respect to the territories of the French republic, or to any Island, port or place belonging to the said republic, with which, in his opinion, a commercial intercourse may be safely renewed, and to make proclamation thereof accordingly." And it is also thereby further enacted that the whole of the island of Hispaniola shall for the purposes of the said act be considered as a dependance of the French republic: And whereas the circumstances of the said island are such that in my opinion a commercial intercourse may safely be renewed with every part thereof, under the limitations and restrictions herein after mentioned. Therefore I JOHN ADAMS, President of the U. States, by virtue of the powers vested in me as aforesaid, do hereby remit and discontinue the restraints and prohibitions imposed by the act aforesaid in respect to every part of the said island, so that it shall be lawful for vessels of the United States to trade at any of the ports and places thereof.

Provided it be done with the consent of the government of St. Domingo; and for this purpose it is hereby requested, that such vessels first clear for, and enter the port of Cape Francois or Port Republican, in the said island, and there obtain the passports of the said government, which shall also be signed by the Consul General of the U. States, or their Consul residing at Port Republican, permitting such vessels to go thence to the other ports & places of the said Island; of all which the Collectors of the Customs, & all

other officers & citizens of the U. States, are to take due notice and govern themselves accordingly.

Given under my hand and the seal of the United States of America, at the City of Washington, this sixth day of
(L. s.) September in the year of our Lord, one thousand eight hundred; and of the Independence of the said States the twenty-fifth.

JOHN ADAMS.
By the President,
J. MARSHALL,
Secretary of State.

[SDA, and LC, "Connecticut Journal" (New Haven, Conn.), 8 October 1800.]

To Commander-in-Chief of U. S. Squadron, Guadeloupe, or to Ship Commanders,
from B. H. Phillips, U. S. Consul at Curacao

CURACAO, 6 Sept: 1800 —

*To the Commander in Chief of the United States Squadron on the
Guadaloupe Station*

Or

*To the Commander of any Ship or Frigate in the Service of the United
States —*

SIR On the 23rd of July last arrived here from Guadaloupe Two Brigs & three Schooners all bearing Troops and offensive Weapons with the view to co-operate with the frigate *Vengeance* then laying here, but Capt. Petot declining their scheme has since sailed for France —

Since then three other Schooners, with more Troops & warlike implements have arrived to act in conjunction with those above alluded to —

After the Frigate had been fitted out the first mention'd five Vessels were supplied with provisions, Warlike materials & every thing they required to enable them to prosecute some operation which was pretended to be in view, they made sail from the principal harbour & retired to a harbour of less consequence which lays West of the principal, & then basely deceived the Government, by landing a force superior to that of the Island, and are now taking measures to force it to submit to their Flag —

On their arrival here various demands were made in Writing, the leading was — the Command of the Military, which the Government did & continues firmly to refuse — But what induces me to address you is that part of their demand, wherein it is insinuated "that they would find the means from the American property here to reimburse this Government for the Out-fit of the *Vengeance* —

I therefore, as Consul of the United States of America & conceiving not only warranted in the Act, but as a duty incumbent, do demand of you as a protection of American persons & their property — *immediate protection.*

I am well assured that in case of success on the part of the Guadaloupe Adventurers, that our persons & property *will be sacrificed*

I conceive a frigate and a Ship of 20 Guns or two frigates would relieve us in 14 days & might make many prizes, but they must come speedily or we are lost —

For any elucidations or particulars I beg leave to refer you to my friend W^m D. Robinson Esq^r [See letter under date of 10 September 1800.] who has in the most obliging and patriotic manner taken upon him to be the Bearer of this Letter to you —

The Schooner Boat, which I have hired and in which M^r R. embarks, is called the *Escape* & to whom I have given my Letter of recommendation & an American Flag.

I have the Honour to be

Most respectfully —

Sir —

Your Ob^t Serv^t —

To the Commander in Chief of the United States Squadron on the Guadeloupe Station —

or

To the Commander of any Ship or frigate in the Service of the United States —

To Jonathan Lambert from B. H. Phillips, U. S. Consul at Curacao

[Accompanying foregoing letter of 6 September 1800]

M^r JONATHAN LAMBERT —

The small Schooner is called the *Sea Flower* and is Commanded by Capt. Nicholas Crasmus [or Erasmus] De Jong to whom I have given my Flag & she will have a Certificate by Gov^r I. R. L. declaring the purpose for w^h she is sent to Sea.

6th Sept. 1800 —

* * * * *

[SDA. French Spol. CA, Curacao, 1797-1801.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Ganges*, Saturday 6 September 1800

Light Airs and clear At 8 AM got underway. Wind at NW. At 11 departed this Life Dennis Quin (Landsman) At 2 PM came too off Newcastle — At Midnight departed this Life Thomas Derrick Seaman

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 6 September 1800

First part Light Airs with dark threatening Clouds At 2 P M Single reefed the Topsails At 6 Set the Spanker and took the 2nd reef in the top Sails At ½ past 9, fresh Breezes took in Jib and Spanker —

At 5 A M Dark heavy Weather Braild the Mizzen up At 7 Saw a Sail on the Weather Bow Set Main S^t Jib and Mizzen —

At 8 A M let one reef out of the top Sails At ½ past 8 Set Main top Gal Sail & Spanker At 10 Light Airs hoisted the Pinnacle out

& Man'd her with Lieut M^cCutchen and 13 Men and sent her in pursuit —

At ½ past 10 A M Wore Ship and Set top Gallant S^t Stay Sail —
At Meridian Board'd the Schooner *Nancy* of Portland clear'd for Grenada bound to Curracoa John Alden Master 25 Days out, Cargo Lumber Fish & Dry Goods —

Latt'd Obs'd 18.31 N.

[NDA, original.]

[7 September 1800]

To Captain John Barry, U. S. Navy, from Lieutenant John Mulloyny, U. S. Navy

SIR I arrived here this day very unexpected. I have had my crew very sickly is the cause of returning If you have any instructions to give me they shall be strictly obeyed & punctually attended to —
I have the Honor to be

Sir

Your very Humble Ser^t

JNO. MULLOWNY

Commodore JOHN BARRY

UNITED STATES SHIP *Ganges*
Off New Castle Sep^r 7. 1800.

Hennesy I left behind very ill I expect he is dead —

[NYHS, NHS, Portfolio 193.]

To Master Commandant Richard Law, (junior) U. S. Navy, from Captain Alexander Murray, U. S. Navy

[U. S. FRIGATE] *Constellation*
Cape Francois, Sep^r 7th 1800

Cap^t LAW,

SIR I have attended to the charges exhibited against your Boatswain, and for example sake, it will not be amiss to have him try'd by a Court Martial

I have likewise a heinous Offender that I will [have] try'd by the same Court, I therefore require you to preside as president of the same, which will consist of five Members Viz: Yourself as President, Leiut^s Shirley, Brooks, King & Cooper who are required to repair on board the *Constellation* at 9 O'clock tomorrow Morning, with the necessary Evidences to substantiate the charges against Jⁿ M^cNair, Boatswain of the U States Brig *Richmond*, and Richard Green, Cap^{ts} Cook of the U S. Frigate *Constellation*, you will be guided by the rules and regulations of the Navy and transmit the result of the proceedings to me as soon as possible

M^t Carr, Purser of the *Constellation*, will have orders to officiate as Judge Advocate of the Court —

Your Most Obed^t

[NDA. A. Murray's LB, 1799–1805.]

Extract from a letter from Lieutenant John Mulowny, U. S. Navy to a gentleman in Philadelphia, Pa.

"Ship of war *Ganges*, off Newcastle, Sept. 7, 1800.

"I have left a few of my people with the fever off the West Indies; among others, young M'Connell (midshipman) is no more. He lived and died a favorite, and would have been a bright ornament to our navy. Thus, as is often the case, the best are taken off first. Communicate this melancholy circumstance to his parents, in as delicate a manner as you can. I would write myself but the shock would be too sudden."

[LC, "Connecticut Journal" (New Haven, Conn.), 12 September 1800.]

[7 September 1800]

Extract of a letter from Captain Perkins Salter, Master of the American Merchant Ship *Pacific*, to his owners, in Portsmouth, N. H. concerning his encounter with the French frigate *Franchise* commanded by Captain Jevrein

NEW-YORK, Sept. 30, 1800.

"I am extremely sorry to inform you of the disagreeable news of the ship *Pacific* being burnt on her passage from St. Ubes, in long. 43, 6, W. lat. 37, 6, N. by a French frigate, of 40 guns, from the River la Plate, bound to Rochefort, in France; this happened on the 7th Sept. after being out 25 days. The Frenchmen, after taking out all the hands, 26 boxes Lemons, 4 Quarter Casks Wine, and every loose article on board, set the ship on fire in the Cabin, Steerage and Fore-castle, after which they made sail from her. — The frigate's name was *Franchise*, commanded by a Capt. Jevrein. They took all our Quadrants, Books, Charts, and almost all our cloathing, so that we are left in a most deplorable situation. This is a hard case, to be deprived of the earnings of our whole lives, by a piratical set of French Robbers."

(The cargo of the ship *Pacific*, consisted of 1350 hhds. of excellent Salt, besides Lemons, Wines, &c. &c.)

[LC, "The Mass. Mercury" (Boston, Mass.), 17 October 1800.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Sunday, 7 September 1800

Left Boston and came on Board the Ship then Laying in President Roads Clear and pleasant Weather this 24 hours —

[H. E. Huntington L&AG.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Ganges*, 7 to 15 September 1800

Pleasant Weather, Hands employed unbending sails, &^o Sent the Sick on Shore, to a Tent erected for the purpose, Departed this Life Peter Lynn Seaman — and M^r John Wetherspoon Midshipman.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 7 September 1800

First part Moderate Breezes & Cloudy —

At 5 P M Set the Main Sail Jib and Mizen Stay Sail, At 6 the Schooner made a Signal and stood for us Wore Ship, and made Sail for her, At 9 Spoke her, She being Chaced by a Schooner, Gave Chace the Schooner in Co —

At Midnight took in top Gal Sails and haul'd the Courses up —

At 7. A, M, made Sail to the South'd

At 11 Saw a Sail to Windw'd gave Chace

At Meridian Light Airs Inclined to Calm

Latt'd Obs'd 12.21 N.

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Sunday, 7 September 1800

These 24 Hours moderate breezes and pleasant weather.

Made and took in Sail occasionally.

At Meridian sitting on the Sprit-sail yard, taking an observation, my Dirk together with the Clasp fell overboard.

At nine AM. a sail in sight off the Lee Bow.

Latitude Observed 34° 20' N

Longitude Observed 72° 30' W.

[J. Sawyer Col., Portsmouth, N. H.]

To David Humphreys, U. S. Minister to Madrid, Spain, from Secretary of State

(Nº 2)

DEPARTMENT OF STATE
Washington 8th Septemb^r 1800

DAVID HUMPHREYS Esq^r

SIR, From the commencement of the present war, which has raged so long and with so much violence in Europe, the efforts of the United States to maintain a fair and an honest neutrality have been unre-mitted. The unvarying object of our government has been, by avoid-ing strict political connection with any nation, by performing with scrupulous good faith its engagements to all, and by affording equally to all, where uncontrouled by express stipulations, those benefits and advantages, which the laws and usages of nations permit, and which friendship and social intercourse enjoin, to entitle ourselves to those privileges, which of right belong to a nation at peace.

Towards Spain this has been the uniform course of the American Government. The neighbourhood of her possessions to our country, the reciprocal benefits which may result from that neighbourhood, while a good understanding subsists between the two governments, and the mischiefs they can, with so much facility, inflict on each other, in case of war, form, in addition to our general love of peace, the strongest motives for wishing to preserve it with Spain. It is not recollected or believed, that the Government of the United States has, from the day of its foundation, afforded any cause of complaint to His Catholic Majesty, or to his subjects.

With this fair and upright conduct on our part, we had a right to expect, and we have now a right to require, some attention on the part of Spain, to those duties towards the United States, which her own particular engagements, as well as the laws and usages of nations, bind her to perform.

This reasonable expectation has been entirely disappointed. — The aggressions committed by the subjects of His Catholic Majesty on the property of the citizens of the United States, are totally incompatible with real peace. It is impossible that this state of things can continue. Injuries repeated and unredressed must at length compel the injured to use their own means to obtain that justice to which all are entitled.

To avoid an event so truly deprecated by us, the President expressly directs; that you lay before the Spanish government, in terms of respect manifesting, at the same time, the peaceful dispositions of the United States and their earnest solicitude for the preservation of a good understanding with His Catholic Majesty and a friendly intercourse with his dominions, the very weighty causes of serious dissatisfaction to which the conduct of Spain has given birth.

These complaints are founded on,

1st The capture of our merchant vessels by privateers, manned in whole or in part by Spaniards, and fitted out in Spanish ports.

2^d The condemnation of our vessels, however captured, in the courts of Spain.

1st:

Privateers manned, in whole or in part, by Spaniards, and fitted out in the ports of Spain, having commissions from the French Republic, cruise on the American commerce both in Europe and the West Indies, and capture our merchantmen to a great and ruinous extent. — This practice is in such direct and open opposition to the laws of nations and our subsisting treaty, that we are unwilling notwithstanding the continued repetition of the offence, to believe that it can have been sanctioned by the Government of Spain. The President therefore relies confidently on the success which must attend your representations on this subject.

The United States have been reduced to the painful necessity of arming for defence against France. In this contest Spain has been considered and treated by the American Government as a neutral and friendly power. Tho' belligerent, as it respects France and her European enemies, she has been supposed to be neutral as between France and the United States.

If this be her real position and she has enjoyed all its advantages, then with its privileges are connected correspondent duties, which she cannot permit herself to neglect. One of these duties of high and unquestionable obligation, is to withhold from the enemy of the United States all aid in the prosecution of hostilities, not stipulated by pre-existing treaties. To permit her to fit out privateers in the ports of Spain and to man them with Spanish subjects, is to give her the most efficient aid, and that aid, which of all others is most injurious to the United States. Nor is it recollected, that she is bound by any pre-existing treaty to furnish this aid. The extent of this practice in Europe, is a fact which has certainly not escaped your observation. You will be able to enforce your representations on this subject, by

the statement of particular cases within your own knowledge. In the West Indies it has prevailed to a degree, which scarcely our love of peace can tolerate. The superiority of our naval force in those seas, has enabled us so to environ Guadeloupe, that privateers from that Island, experience considerable difficulty in prosecuting from thence their piratical depredations. This however affords no safety to American commerce. From the ports of His Catholic Majesty, privateers are fitted out, under French commissions manned in whole or in part with Spanish subjects, and issue in swarms, which spread over the ocean, and capture indiscriminately every American vessel they fall in with, of inferior force. Thus to disable Guadeloupe from doing essential injury avails us nothing. It only changes the quarter from which the attack proceeds.

We are well aware, that Spain, being engaged in a common war with France against England, may find some difficulty in preventing entirely all abuse of the privilege of fitting out privateers in her ports for the purpose of cruising against a nation, with which his Catholic Majesty is at war. If cases had seldom occurred, in which this privilege had been abused, to the great injury of the United States, and if proper means had been used to discourage the practice, this government would not have deemed it a subject of sufficient magnitude to induce the very serious remonstrance you are now instructed to make. But the cases have been so multiplied, the practice has been so open and so systematic, it has been so fostered by the security, prizes made by such privateers find in the Spanish ports, that the United States can no longer consider such captures otherwise than if made by privateers acting under the authority of His Catholic Majesty, and the President feels himself bound by the high duties his station imposes on him, to use all the means he possesses to prevent a repetition of such real injuries, and to obtain for our citizens compensation for the past.

In addition to the several principles, which regulate the conduct of nations at peace with each other, our treaty has been considered as containing stipulations, which ought further to have restrained the practices complained of. The first article, which promises a firm and inviolable peace and sincere friendship between the two governments, and the subjects of the one and the citizens of the other, means nothing, if it leaves the subjects of His Catholic Majesty at liberty to plunder with impunity the citizens of the United States. That the commission under which they cruise is granted by the French Republic, constitutes, when the purpose of the commission becomes thus open and notorious, no solid defence for the measure. Indeed in the present state of the parties, Spain as well as France being at war with Britain, the very act of commissioning privateers, equipped and manned in the Spanish ports, by any other than the Spanish government, becomes evidence of an intent to cruise on nations with whom Spain is at peace. The provisions of the 14th article of our treaty have also been considered as prohibiting any Spanish subject from taking a commission from France, while that nation is in hostility with the United States.

2^d

The merchant vessels of the United States, prosecuting a peaceful and lawful commerce, have been, when captured and carried into the ports of Spain, condemned, with their cargoes, as good price to the captors.

The frequency and notoriety of these condemnations render unnecessary the recital of particular cases. Should however instances in support of the complaint be required, you Sir, are already but too amply furnished with the means of complying with this request. The long list, which has been lately transmitted to this department by M^r Young, is a document, which, independent of the transactions in the West Indies, evidences but too conclusively the truth of this complaint.

The losses thus sustained by American citizens are immense. They demand the intervention of the Government. This intervention can no longer be withheld. No considerations which exist could justify a silent acquiescence on our part, under national injuries so extensive and so apparent.

The merchant vessels of a nation at peace with another can only, if captured on the high seas, be justly adjudged to be prize by that other, when such vessels shall have violated either the law of nations or some existing treaty. When either of these causes can be with truth alledged, the adjudication is not complained of. It is only in cases where no law, whether established by the common consent of the civilized world, or by particular compact between the two governments, has been infractured, — no rule which governs the conduct of belligerent and neutral powers towards each other, has been broken, by the vessel condemned, that the United States complain of, and expect compensation for the injury.

It is perfectly understood, that many of these decisions, alike unjust and injurious, have been made by the French consular tribunals established in Spain. This circumstance in no degree weakens the claim of the United States on the Spanish government. That complete and exclusive jurisdiction within its own territory is of the very essence of sovereignty, is a principle which all nations assert. Courts, therefore, of whatever description, can only be established in any nation by the consent of the sovereign power of that nation. All the powers they possess must be granted by, proceed from, and be a portion of, the supreme authority of that country in which such powers are exercised. Of consequence foreign nations consider the decisions of such tribunals in like manner as if made by the ordinary tribunals of the country. A government may certainly, at its discretion, permit any portion of its sovereignty to be exercised by foreigners within its territory: but for the acts of those to whom such portions of sovereignty may be delegated, the government remains, to those with whom it has relations, as completely responsible, as if such powers had been exercised by its own subjects named by itself. The interior arrangements, which a government makes, according to its will, cannot be noticed by foreign nations, or affect its obligations to them. Of consequence the United States can consider the condemnation of their vessels by the French tribunals in Spain, no otherwise, than if such condemnations had been made in the ordinary tribunals of the nation.

Where vessels so condemned have been captured by privateers equipped in the ports of his Catholic Majesty, or manned in whole or in part by his subjects, the hostility of the act is rendered still more complete.

In the one case or in the other the aggressions complained of are totally incompatible with those rules which the law of nations prescribes for a conduct of a neutral power. They are also considered

as violating the 6th article of our treaty with Spain. By that article each nation binds itself to protect, by all means in their power, the vessels and other effects belonging to the citizens or subjects of the other; which shall be within the extent of their jurisdiction by sea or land, and to use all their efforts to recover and cause to be restored to the right owners, their vessels and effects which may have been taken from them within the extent of their said jurisdiction.

When an American vessel has been brought within the extent of the jurisdiction of His Catholic Majesty by a privateer, which, having been equipped in whole or in part in the ports of Spain, could not lawfully capture her, the *casus foederis* occurs, and Spain is bound by solemn treaty to protect such vessel by all means in her power, and to use all her efforts to recover and cause such vessel to be restored to her right owners. In similar situations, such is the uniform conduct of the United States. Instead of pursuing this course, prescribed alike by the law of nations and by particular compact, American vessels, thus circumstanced, have been declared lawful prize.

Neither the frequency, nor the long continuance of these aggressions have as yet induced the United States to make reprisals. A strong solicitude to preserve a good understanding with Spain, a hope, that amicable representations, by calling the attention of the Government to injuries it cannot have designed to commit, may, by arresting their progress for the future and obtaining compensation for the past, re-establish that cordial friendship between the two nations, which can only be preserved by reciprocal justice, induce the grave and serious remonstrance, which the President now directs. While you state the complaints of the United States respectfully, but with plainness and with truth, you will also do justice to the dispositions of this government. Your assurances of its amicable temper, of its real solicitude to dissipate, by its own moderation, and the establishment of such principles as are dictated and required by justice, all causes of discontent between the two nations, cannot be stronger than those dispositions will warrant.

If the same just & friendly temper be manifested on the part of Spain, no difficulty can exist to obstruct the accommodation we wish. The United States ask only what, under similar circumstances they would not hesitate to grant. — You will claim from the Spanish government,

1st That efficient measures be taken to prevent the equipping or manning of vessels in the ports of Spain designed to cruise on the commerce of the United States, and that decisive orders be given to the proper officers to effect the restoration to the owners of all vessels with their cargoes so taken, and which may be brought within the extent of the jurisdiction of His Catholic Majesty: —

2nd That means be taken to prevent the condemnation of any American vessels or cargoes in Spain, by any tribunal whatever, on principles incompatible with the law of nations, or our treaty with His Catholic Majesty: — And

3rd That in all cases, where American vessels or cargoes have been captured by privateers, equipped or manned in whole or in part in the ports of His Catholic Majesty, and all means in his power have not been used to restore them; and in all cases where such vessels and cargoes have been condemned either by the French Consular Tribunals in Spain, or the ordinary Tribunals of the country, contrary

to the law of nations, and the subsisting treaties between the two powers, full compensation be made by the Government of Spain to the owners of such vessels and cargoes. —These demands on our part are rendered indispensable by the high duties of every government to itself, and to that people whose interests it superintends. His Catholic Majesty is urged to accede to them by his sacred regard for that honor, justice and good faith, which have so long influenced the conduct of the Spanish Government.

The principles by which they are to be governed having been accurately detailed, commissioners may be appointed to ascertain the amount of damages. For this object the 21st article of our present treaty presents a model to which we have no exception. Should our present negotiations with France terminate happily, we are persuaded, that no difficulties will exist in making such arrangements for the future, as will effectually secure the continuance of harmony and good understanding between the two Nations. Indeed it will only be necessary, to enforce the observance of engagements which already exist. But however that negotiation may terminate, compensation for past depredations on our commerce must be insisted on. Neither that respect, which is due to its own character, nor that justice, which is due to its citizens, will permit the Government of the United States to dispense with a performance of a duty of such high obligation. An expectation, that His Catholic Majesty would depute to the United States a Minister, with adequate powers, disposed to keep up the relations of amity, required by the interests of both nations, and to whom this government might honorably make such communications as the state of things should render necessary, has with other causes, prevented an earlier representation on the important subjects of this letter. It is still wished, that the minister, who is to replace the Chevalier de Yrujo may have full powers for the accommodation of all existing differences. If however their adjustment at Madrid should be preferred by the Spanish Government, the President charges you with the necessary arrangements, which must there be made. Your knowledge of the importance of this charge to the honor and interests of your country will of course induce you to give it all your attention, and to press its speedy completion with as much zeal as a proper respect for the government of Spain will permit you to use.

I am Sir, with very much respect &c. &c

J MARSHALL

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

[8 September 1800]

Extract from letter to David Humphreys, U. S. Minister to Madrid, Spain, from Secretary of State, 23 September 1800

[WASHINGTON, D. C.]

In my letter complaining of the depredations committed on our commerce by privateers really Spanish, but nominally french: I transmitted you no documents authenticating the facts. These were so notorious, that evidence of them was deemed unnecessary, until a tribunal should be established for the examination of particular claims. But there are cases which involve such serious accusations against certain officers of the Spanish government, that I think it proper to transmit you some of them. You will receive (N^o 6) the papers rela-

tive to the *Nancy* and the *Franklin*, two American vessels captured by the *Buonaparte*, a Spanish privateer owned by several Spaniards at Campeachy among whom are several high officers of the government, and cruising under a commission which had expired and which was almost certainly forged. We are confident that the Ministers of his Catholic Majesty will hasten to punish a transaction so openly shameless as this.

I send you also a copy of the case of the Schooner *Nymph*. The documents which support the statement will if necessary be forwarded to you.

The case of the schooner *Lydia* Cap^t Fearson, exhibits such a wanton and savage hostility against an unarmed and unresisting merchantman as ought to incapacitate the person who could be capable of it from holding longer a commission which he disgraces, if indeed a commission such as his can be disgraced.

The case of the *Orien* Captain Farmer is of the same complexion. In transactions of this sort, and there are very many of them, a government tenacious of its reputation and of the friendship and good opinion of its neighbours, will not be content with compensating the injury sustained. In addition to ample pecuniary retribution, its own honor requires that imputation to which such offences might subject the nation should be wiped away by punishing the offender.

The case of the *Sussex* Cap^t Atkins belonging to Thomas Samuel and Miers Fisher of Philadelphia, well known to you. I should request your particular attention to it, and that you would present on their account special claim for compensation to the Spanish government, if I did not deem it certain that some general settlement for depredations must be made in which this particular case would be included.

The President of the United States requests that you will with that firmness which is due to the wrongs of your country, and that respect which belongs to a government whose friendship we wish to cultivate, lay before the Ministers of his Catholic Majesty these very serious and weighty complaints, which have been so long permitted to remain unattended to.

I am Sir, &c. &c.

J MARSHALL

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

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

[WASHINGTON, D. C.]
Navy Dept 8th Sept^r 1800

JOSHUA HUMPHREYS Esq^r

I am honoured with your letter of the 3^d Inst, enclosing one of the 2^d from Captain [David] Stodder [a naval constructor] I will take such of the live oak for public use at 60 Cents p^t Cubic foot, as you shall approve of; be so good therefore as to examine it, ascertain the quantity, and give him a Certificate which will entitle him to be paid on application at the Accountant's Office.

The timber in your yard may remain there until a place is fixed on for a public yard, which I hope your report will enable me to do within a few days —

It is a bad precedent, but in the present instance, it may be right, that Captain Barry's Carpenter should be considered as performing extra duty whilst employed by you in repairing the Frigate *United States*, be pleased therefore to pay him at the rate of 50 Cents p^r day.

With respect to the examination of Vessels coming into the Delaware under my order of the 2^d of Aug^t I do not consider that it ought to comprehend sails & Rigging. On those subjects your opinion will always have weight with me, but it will be making the Commanders of too little consequence to allow them no opinion on those points, with which they are, or at least ought to be perfectly acquainted

I am &C

B — S —

[NDA. GLB, Vol. 4; 1800-1801.]

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

[WASHINGTON, D. C.]

Nav Dep 8 Sept 1800

Cap^t RICH^d DERBY

SIR, You will please remain at Salem until further orders. The *Gen^l Greene* will probably continue for another cruise, under the command of Cap^t Perry.

I have the honor &c

[NDA. OSW, Vol. 4, 1800-1801.]

To Secretary of the Navy from President John Adams

QUINCY Sept 9th 1800

DEAR SIR I have read the proceedings against Lt. Mariner of the frigate *Adams*, inclosed in your favor of the 30 Aug, & upon due consideration of the whole, have approved of the sentence of the Court martial. I cannot however omit to express my anxiety, that so much irregularity should have occurred, as I fear from too much indulgence in the harbor of St. Kitts. I pray you to impress upon all our commanders, without alluding to this case in particular, the necessity of keeping at sea as much as possible.

With sincere regard &c.

SEC. OF THE NAVY.

[NDA. photostat.]

To Master Commandant Richard Law (junior), U. S. Navy, from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Constellation*

Cape Francois Sep^r 9th 1800

RICH^d LAW Esq^r

SIR As you are now ready to sail, I request you will proceed without delay to cruise about the east end of Cuba, in a range from S^t Jago, to Barracoa, where it is supposed there are several Piratical Vessels that resort in that direction and have no doubt but you will keep a vigilant lookout for them —

I expect the *Augusta* will soon join you, as we have nothing to fear on this station for the present and it will be well for you to meet in any convenient direction you may fix upon, to communicate upon any information you may respectively receive for the desirable purpose of rendering all the services in our power to the commerce of the U States, (as often as you may find it necessary,) and likewise whenever a favorable slant of wind may favour you, it will be well for you to run over to the Mole, to make enquiries there, lest your services might be required in the Bite of Leogane —

You will continue to cruize on that station till further orders, or as long as your provisions will hold out, when you will return here for further supplies —

I need not impress upon your mind the importance of a strict adherence to your Instructions from the Naval department, but as a good deal is left to the judgement of the Commanders, a sound capacity is absolutely necessary to govern your conduct with regard to Neutral Vessels, many of which hath been unjustly detained by our Cruizers, upon a very slight pretence & if we expect justice on our part, we must perform it to others —

As the *Congress* is now off the Harbour if you can speak with her conveniently, you had best do it, as Cap^t Sever may have other instructions for you —

Wishing you success

I am

Your most Obed^t

Hum: Ser^t

[NDA. A. Murray's LB, 1799–1805.]

[9 September 1800]

News item concerning captures made by U. S. S. *Enterprize*, *John Adams*, and *Experiment*

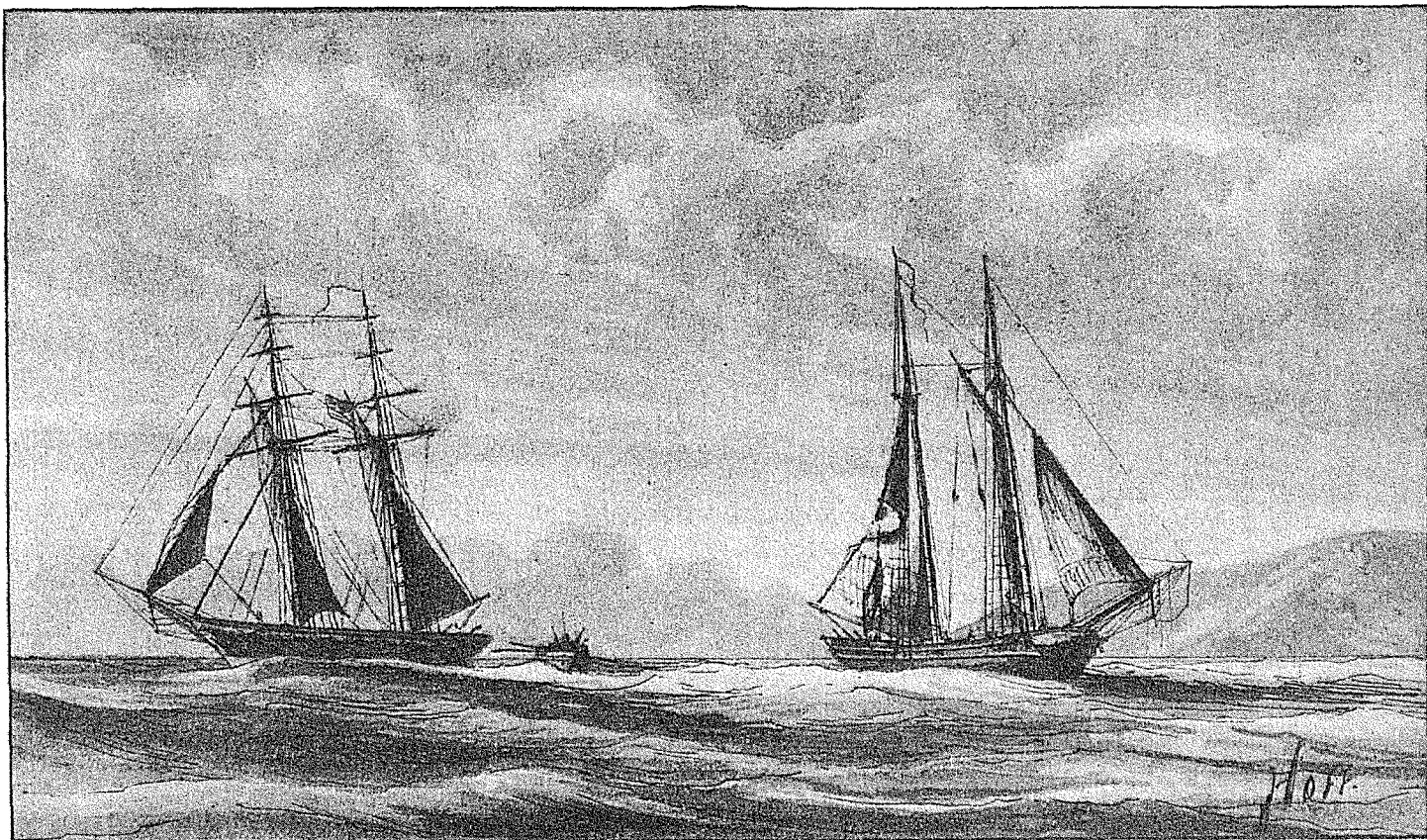
From a Bassetterre St. Kitt's, paper of Sept. 13. [1800]

On Tuesday last the U. S. schr. *Enterprize*, John Shaw, Esq. commander arrived here, accompanied by her Prize the French Letter of Marque Lugger *Guadaloupean*, of guns, and 35 men, laden with produce, from Point a Pitre for Bourdeaux, which she had captured about 10 o'clock on Sunday [7 September].

The U. S. Frigate *John Adams*, George Cross, Esq. Commander, sent in the same day a re-captured ship laden with provisions, &c. called the *Seahorse*, capt. Sayward; and

The U. S. schooner *Experiment*, Charles Stewart, Esq. commander, came in also on Tuesday with the schooner *Deux Amis*, Vincent Vischo, master, of 6 guns, belonging to Curracoa, last from Guadeloupe for St. Bartholomew, with produce, which she had captured after an hour and an half's engagement on Monday [8 September—the generally accepted date for this capture is 1 September 1800.] morning last to windward of the latter island.

[LC, "N. Y. Commercial Adv." (N. Y.), 22 October 1800.]



U. S. SCHOONER EXPERIMENT CAPTURING FRENCH PRIVATEER LES DEUX AMIS, 1 SEPTEMBER 1800

To Mr. Russell, Editor of the "Columbian Centinel" from Surgeon John Park,
U. S. Navy, of the U. S. S. *Warren*, concerning deaths on board

"DATED ON BOARD THE U. S. SHIP *Warren*,
Nantasket Road, Sept. 9, 1800.

"MR. RUSSELL,

"I take the liberty to send you the following statement of Deaths on board the U. S. ship *Warren*; which, for the sake of those concerned, I wish you to publish if convenient:

Elijah Williams*	seaman	April 1
Francis Thomas	do.	June 23
Jonathan Greenleaf	midshipman	30
Henry A. Williams	lieut. of marines	July 1
Alexander Campbell	seaman	2
Daniel Harvey	marine	2
Lake Webster	do.	2
Richard Keys	seaman	2
George Nowell	boy	3
Samuel Rundlet	midshipman	3
John Grant	seaman	4
James Rundlet	do.	5
Manuel Serriere	boy	5
Samuel Bangs	serjeant of marines	6
Benjamin Knapp	midshipman	8
Martine Jourdan	seaman	9
John Dodge	corporal of marines	10
Robert Macfarland	captain's steward	10
John Brown 1st	seaman	10
Oliver Dunbar	surgeon's mate	11
Henry Lovejoy	captain's clerk	12
John Campbell	seaman	12
Joseph Bullock	do.	13
Morris Coleman*	cooper	16
Arden Green	seaman	16
John Pearson	steward	17
John Brown, jun	seaman	18
John Reid	do.	22
Jeremiah Pearson	midshipman	25
William Johnson	seaman	26
Allen Lamson	do.	26
Andrew Stanwood	do.	26
Benjamin Hammond	do.	27
Eli Coates	marine	28
John Bean	do.	28
Isaac Phelps	seaman	28
James Gay	boy	29
John Newman	midshipman	Aug. 2
Ebenezer Bushnell	purser	3
Timothy Newman, Esq*	captain	15
Samuel Jones	boatswain's mate	16
Winthrop Bickford	cook	22
Eluthras Rogers*	marine	28

Note.—All except those distinguished thus * died of the Yellow Fever. Elijah Williams fell from the foretopsail yard, and expired in two hours.

From the 23d June to the 28th August, we had upwards of a hundred sick on board, most of which were true Yellow Fever cases. Our situation in this gloomy period was horrid, beyond description.

Yours, &c.

J. PARK"

To the Commissioners of Washington, D. C., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 9th Sept^r 1800 —

COMMISS^{rs} CITY OF WASHINGTON

I am requested by the other heads of Departments to express to you their apprehensions that the footway in the City does not progress in a way to promise completion by the meeting of Congress — and to urge that you adopt decisive measures to have this essential business accomplished —

M^r Law has applied for 250 doll^s to aid in levelling the hill between the eastern branch and the Capitol, urging that Members of Congress will be accomodated below the Hill, and that their Convenience will require that the ascent of the Hill should be rendered less difficult —

It is very desirable that there should be footways made from all the Houses, where Members of Congress will probably reside, to the Capitol — It is the request of the heads of Departments that you will advance to M^r Law, 500 doll^s to be expended under his superintendence in such footways even, if to admit of this, the pavement between the Pres^{ts} House and Rock Creek should be reduced to 4 feet. It is hoped however that the 10,000 Doll^s will be sufficient for the Pavement of 6 feet, from the Capitol to Rock Creek — to spare 1000 Dolls for the Bridge over Rock Creek, 500 Doll^s for the Bridge over the Tiber, and the present 500 for M^r Law —

I am &C

B S —

[NDA. GLB, Vol. 4, 1800–1801.]

To Thomas Law, in charge of building footways and pavements, Washington, D. C., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 9th Sept^r 1800

THOMAS LAW Esq^r

The heads of Departments have requested the Comm^{rs} to advance to you, 500 doll^s to be laid out under your directions in making footways from the different footways from the different Houses near the Capitol, where members of Congress will probably be accomodated, to the Capitol — It is presumed there ought to be such ways from Gen^l Washington's Houses, Tunnicliffs, M^r Carrolls Houses, and your own, there may be other houses not at present thought of and with which you are acquainted — It is imagined that the width of 3 feet, if the money will not admit of greater width, will be sufficient — It is submitted to your discretion whether it will be proper to lessen the descent of the Hill on New Jersey Avenue, before you commence the footway on that avenue. This must depend upon the sufficiency of the sum for the other objects and for this — reducing the descent will certainly be proper, if the money to be advanced, will admit of it, besides making the footway —

Your known zeal for doing every thing that can conduce to the convenience of the Members of Congress, renders, unnecessary any Apology for charging you with a business so troublesome —

I am &C

B S —

[On 10 Sept. Mr. Law declined the application of \$500 for footways.]
[NDA. GLB, Vol. 4 1800–1801.]

[10 September 1800]

To Secretary of the Navy from William D. Robinson

Mr. WAYNE,

That the public mind may not be mixed by the different statements which have been published respecting the capture of Curracoa, I request you to insert the copy of a detail which I transmitted to the Secretary of the Navy, on my arrival at this place.

I have since received letters from Curracoa, which enable me to state, that the specie which was detained by Capt. Watkins has been restored to the American Consul, by order of Lord H. Seymour.

All American vessels that were in the harbour of Curracoa previous to the capitulation, have been compelled to pay a salvage to the British.

I am, Sir, &c.

W. D. ROBINSON.

PHILADELPHIA, December 1^o.

COPY

On the 5th of September the French force at Curracoa commenced offensive acts against the Dutch, and particularly intimated their designs (by a manifesto) against American persons and property. On the 6th, the American Consul requested me to go to St. Kitts, with a view to procure some assistance from the U. S. ships on that station. On the 14th I arrived at St. Kitts, and found there the ships *John Adams*, *Merrimack* and *Petapasco*. To Capt. Cross, of the *John Adams*, I presented my papers, and explained the nature of my errand, urging him immediately to go down to Curracoa; he joined me in opinion as to the necessity and singularity of the case, but expressed a delicacy at leaving his station at that time; however, he cheerfully gave his consent for the departure of the two aforementioned ships of war. Accordingly Capts. Brown and Geddes, with a promptitude that evinced their zeal for the service, prepared for sea, and sailed the next day. — On the 22d inst. we appeared off the harbour of Curracoa, where we discovered a British frigate laying to, to windward of the port; she sent her boat on board the *Merrimack*, by which we learnt that the island had capitulated on the 10th inst. to Frederick Watkins, Esq. Commander of the frigate *Nereid*, and that the American Consul with his family was in said frigate — I immediately went on board the *Nereid*, and had some conversation with the Commander and our Consul relating to the capitulation, &c. after which I went on shore, waited on the Governor and other officers, and stated the arrival of the two ships of war, whose object was to protect American persons and property. The Governor replied, that no effective relief could be afforded, unless one of the sloops of war came into the harbour. All the officers both civil and military having declared that the salvation of the island depended on the American ships acting offensively, I gave it as my opinion, that the American Commanders were not authorized by their instructions to attack the French in the position they then held. The Governor and Fiscal said, that unless something decisive was done, the inhabitants in the garrison, as well as the Americans, would all be sacrificed. That night I staid on shore

with a view to ascertain the actual situation of things, and observed that a considerable number of American citizens had volunteered their services in the forts, and were placed at the principal batteries, from whence they could not retreat (of course must have been seriously situated) had the French taken the place by storm. Under these considerations I advised Mr. Phillips to recommend one of the ships to be sent into the harbour; he coincided in my opinion, and I went on board the *Merrimack*, Capt. Brown, and after stating the urgency and peculiarity of the circumstances, he resolved to send 20 marines from his own ship, and to dispatch the *Patapsco* on the undertaking. On the 23d inst. the *Patapsco* entered the harbour amidst a very heavy fire from the French batteries, which consisted of four or six 24 pounders. After she had entered the harbour, the musquetry from the French (who were sheltered behind the walls and in the houses) became very warm and incessant; but the peculiar spirit with which the *Patapsco* kept up her fire for about two hours, completely silenced the enemy.

As I was a passenger on board, and had an opportunity of observing the conduct of the officers and crew of the *Patapsco*, it affords me peculiar pleasure to state their enthusiasm and good conduct on this occasion; and when it is considered that for near three hours we were within half gun shot of the enemy, who kept up a continual discharge of musquetry, it is as singular, as fortunate, that only two persons were wounded. On the 24th instant, Captain Geddes sent 50 men on shore, which, together with twenty from the *Merrimack*, were under the command of the lieutenant of Marines from the *Patapsco*; they were stationed at a post on one wing of the batteries which, in case of an attack on the town, would have been the first object of assault. It was confidently reported and believed, that the French intended to make an assault that night, but while this event was expected, the French camp was evacuated, and taking advantage of the darkness of the night, they precipitately embarked between 8 and 11 o'clock, cut their cables and made away. On the morning of the 25th the *Merrimack* stood close in with the land, and had the mortification to find the place which the French vessels occupied the day preceding, entirely vacated; the British frigate discovering this to be the case, immediately made preparations for entering the harbour, and accordingly about 11 o'clock the 25th inst. came into the port, and took possession of the place in the name of his Britanic Majesty.

From this representation it is obvious, that the British frigate *Nereide* rendered no effective assistance to the inhabitants of Curacao, as the commander of her did not think proper to venture the ship through the fire of the French batteries in entering the harbour, nor did he deem it prudent to attack the French privateers, though they lay in such a position as rendered the enterprise practicable and easy; but it is presumed he did not wish to run any risk until he received a reinforcement from Jamaica, and merely kept cruising off the port, in view of the French camp and vessels. The frigate had only landed six or seven men, and was holding daily communication with the Dutch Governor, which the French from their situation observed, consequently lost no time in preparing for the assault of the town, which they continued bombarding until the American sloops of war appeared off the harbour, and on that morning had actually advanced with a principal part of their force within a few

hundred yards of the main fortification, with an intention to take it by assault; but seeing the two sloops of war, they were disconcerted and retreated to their camp. What followed until their evacuation has been previously stated. It therefore appears, that had not the American ships arrived at Curracoa on the 22d inst. the island would to a certainty have been taken by the French, and of course the capitulation would have been a nullity. The *Patapsco* and *Merrimack* have therefore rescued the island from a most serious dilemma, as I have no doubt but a principal part of the inhabitants, together with all the Americans, would have been sacrificed, had the French succeeded. That the said ships have put Capt. Watkins in peaceable possession of the island does not therefore admit of any dispute, as the reinforcement from Jamaica had never made its appearance; in what manner the American citizens have been treated for this essential service, will best appear by the following detail.

In the afternoon of the 25th inst. Captains Brown and Geddes waited on Capt. Watkins, and informed him, that as their object to Curracoa was the protection of American citizens and their property, they were desirous that all the American vessels in port should prepare for departure under their convoy: He replied, most certainly, and that he had not the smallest wish to throw the least obstacle in their way, but that they might sell, load, and depart, as heretofore. The American Captains were then assembled, and informed that the *Merrimack* and *Petapsco* would give them convoy through the Mono passage in ten days. This being concluded, the said Watkins stated to Capt. Brown & Geddes, that he had received positive information of another expedition having sailed from Guadaloupe for Curracoa, and requested them to go and cruise off the Island while the American vessels were getting ready for sea; accordingly the two ships went out, and after cruising ten days, returned to Curracoa; but to the surprise and mortification of the American commanders, they learnt that an embargo was laid on all the American vessels, and that none of them were permitted to load any produce. On an explanation being demanded of Watkins, he said, that he found it necessary to detain the vessels until the reinforcement arrived from Jamaica, and until a proper Court of Admiralty was established at Curracoa, but after their business was investigated, they should be suffered to depart, and in future allowed the same indulgences as in other of his Britannic Majesty's islands in the West-Indies. Thus were the American sloops of war obliged to return to St. Kitts, without knowing the issue. Captain Watkins has granted commissions to five or six small vessels, who cruise in the vicinage of Curracoa, and capture all American vessels, no matter where bound, or of what their cargoes consist; and the *Merrimack* and *Patapsco* had the mortification to see two or three vessels captured and sent in, without having it in their power *consistent with their present instructions to interfere*. The capture of the schooner *George*, belonging to William Patterson of Baltimore, is attended with such extraordinary circumstances, as I presume will merit serious attention. She sailed from Baltimore, cleared out and destined for Curracoa, arrived there safe, but falling a little to leeward of the harbour anchored in one of the bays; Captain Watkins hearing that she was at anchor, sent down an officer and some men, took possession of her and brought her into port — the day ensuing, an English ensign and pendant were hoisted on board of her — the supercargo and

Captain of the said schooner waited on said Watkins and demanded his reasons for hoisting English colours on board the *George*: he replied, with a great deal of hauteur, that he had good reasons for so doing, but he did not wish to be bothered by them, and if they had any thing to do or say, on the business, it must be done through their Consul. Accordingly Mr. Phillips, accompanied by Captains Brown and Geddes, waited on him, and requested his reasons for taking possession of the *George*, without any investigation or trial whatever — he replied, she was a “damn fine schooner,” and he must have her to send some dispatches to England — as to the cargo he would “send it to Jamaica for trial, where he had no doubt it would be condemned, as he had found contraband articles on board.” He was requested to name the articles he called contraband, and he produced three bales, marked W. P. No. 58, 60 and 62, two of which were actually an inferior species of ozna-burghs and the other ticklenburghs. Mr. Phillips expressed his surprise at the articles being deemed contraband, and remonstrated with Capt. Watkins, but to no effect; the only satisfaction that could be got was, that he would do as he pleased, and if he did wrong, he must be answerable for it, but that the service required the sending of the schooner with dispatches to England. Capt. Geddes and Mr. Phillips took samples of the articles in question, which I have brought with me. Other vessels have been recently sent in, whose fate is uncertain: every bale of goods is torn open and ransacked, and should there unfortunately be any German linens on board whose texture is sufficiently strong to make broad sails, the vessel and cargo will be condemned. It is a well known fact, that the vessels trading to the West-Indies, carry more or less of German linens, but according to Captain Watkins’s construction, all these articles are contraband. The following breach of honour will illustrate in a very strong point of view the character of the said Watkins.

During the period the capitulation was negotiating, things were in so alarming a state on shore as to induce Mr. Phillips to seek an asylum for himself and his family on board the frigate. Captain Watkins very politely tendered his cabin, and gave every apparent evidence of respect to Mr. Phillips as American Consul. Among the effects Mr. Phillips carried on board the frigate, was a large amount of specie, which he placed in charge of the said Watkins; a few days after this, Mr. Phillips had occasion to write a note on some business to Mr. Corser, his partner; said note was entrusted to the charge of one of the officers of the frigate, who broke it open and delivered it to Captain Watkins; the said Watkins then informed Mr. Phillips that he regretted he was under the necessity of retaining the specie he had committed to his charge, as he had discovered that he was concerned in business which was not justifiable in an American Consul.

Mr. P. assured him, that by the laws of his country he was entitled to prosecute commerce, and stated his surprise at the violation of confidence he had reposed in him. This however would not avail; the money was still retained when I left Curracoa.

Among the individuals, whose feelings had led them to use some harsh expressions on the conduct of said Watkins, was a captain LAMBERT of Salem, whose observations partook of more freedom than corresponded with the said Watkins’s ideas of propriety; he therefore sent for, and interrogated him, in the most arrogant manner. Capt. Lambert made such replies as Watkins conceived indecorous; he was

ordered to leave the island directly, and if he uttered a single insolent expression he would have him to the gang way and flogged. Captain L. was of course under the necessity of departing from Curacao.

I forbear to make any comments on this detail, but presume the Executive of the United States will take the necessary measures to secure to the American Flag the respect it merits.

I am, Sir, &c.

WILLIAM D. ROBINSON.

B. STODDART, *Esq. Secretary of* }
the Navy of the U. States. }

[See correspondence under date of 6 September 1800.]

[LC, "The Salem Gazette" (Salem, Mass.), 30 December 1800.]

[10 September 1800]

Letter to a merchant in New York concerning surrender of Curacao to Great Britain

CURRACOA, *October 18, 1800.*

SIR,

"I have before informed you of an armament having arrived here from Guadaloupe, who demanded the possession of the fortifications for the protection of the island, which was refused by the government, when affairs bore a gloomy aspect; however, in consequence of the frigate *La Vengeance*, then laying here, not taking the active part that was expected, they appeared somewhat satisfied with the refusal of the governor in not giving over the command of the forts, and requested the assistance of the government to enable them to depart, which was granted. They were furnished with 5 or 6 vessels, put in complete order for sea, and every other assistance they required, which amounted to a very large sum, and which they promised to reimburse, by making shipments of produce from Guadaloupe. — When they were ready to depart, their sailing was postponed from day to day on frivolous pretexts, until several armed vessels full of men appeared off from Guadaloupe; on which the fleet, 13 in number, sailed out of the harbor and joined them to the great satisfaction of the inhabitants, who were dismissed after being 7 weeks on severe duty. On the day following joy was turned to melancholy, there arriving a retort from leeward that the French troops had landed and taken possession of the fort at St. Michaels. After some skirmishes, in which the Dutch troops behaved in a most dastardly manner, the enemy gained possession of the town on the leeward side of the harbor, where they did considerable damage, by plunder and musket shot. There was a continual fire kept up day and night from all the forts. While in this situation a frigate appeared in chace of 2 privateers that were placed at the east end of the island to intercept any vessels bound here.

A dispatch boat was sent off to the ship, that proved to be the *Nereid*, F. Watkins, Esq. commander, to whom the island capitulated on terms as copy inclosed. The frigate could not render the necessary assistance, being short manned, having taken several prizes. She landed twenty marines, and remained cruising off the harbor. By this time the French had opened a new battery of eighteen pound cannon on the Town, at the same time demanded a surrender in twenty-four hours. At this critical moment two American sloops of war (the

Petapsco and *Merrimack*) appeared off, one of which came into the harbor, which very much disheartened the invaders, and I believe prevented a much longer siege. The night following, (say 22d September) they privately went to sea with their plunder to a great amount. On the day following the English frigate came into port, since which several have arrived. There is a great number of privateers cruising about the island, who have sent in a number of American vessels which have been ordered to Jamaica for trial. There have been proposals made by the British to encourage trade to the Spanish Main, which have received no encouragement. The Spaniards appear exasperated at the manner in which they are deprived of all their property at this place. A frigate has now gone on the same business. It appears doubtful whether a trade here will be worth pursuing."

[LC, "New Hampshire Gazette" (Portsmouth, N. H.), 25 November 1800.]

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

[WASHINGTON, D. C.]

Navy Dept. 10th Sept^r 1800.

JAMES & EBENZ^r WATSON

The Captains & Crews of the Ship *Connecticut*, and the Brig *Pickering* having appointed no Agents at Newyork for the Prizes *Voltigeuse*, *Le Pige* and *L'Unité*, French armed Vessels, I request you will act as their Agents — and pay over to the Captain & Crew of each Vessel, their share of the Prize money, and that you will also receive the money belonging to the United States. & let me know the Amount that it may be applied as the law directs — All charges are to be deducted from the Sales, and the balance is to be divided equally between the United States and the Crews making the Capture —

You did right to send the Copper to Mess^{rs} Gibbs & Channing —

I am &C

B S —

[NDA. GLB, Vol. 4; 1800–1801.]

[10 September 1800]

News item concerning plundering of the American Merchant Ship *Russell* of New Bedford, by the French frigate *Francaise*

A NATIONAL SHIP!—The *Russell* of New-Bedford, from Greenock for N. York, was plundered Sept. 10, in lat. 39, long. 39, by the French frigate *Francaise*, of 40 guns, of goods to the amount of 70,000 dolls. The officers, faithful agents of the devil, destroyed what they could not render useful to themselves, and maliciously carried off the Captain's papers. She had taken the *Rambler*, from New-York for the Pacific Ocean; and the *Pacific*, Salter, from St. Ubes for Portsmouth; which latter vessel they burnt. — This frigate sailed from France in company with the *Concord* and *Medea*; passed the coast of Africa and crossed over to South America, in which cruize they have destroyed or plundered many Americans, without the sanction of Judge or Attorney: — but no matter, they must be excused, because the commanders call themselves *Republicans*!

[LC, "The Mass. Mercury" (Boston, Mass.), 7 October 1800.]

[10 September 1800]

To the Governor of the Island of St. Helena, from Captain Edward Preble,
U. S. Navy

To His Excellency the Governor of the Isl. of St. Helena.

Sir: — I have the honor to inform your Excellency of the arrival near St. Helena of the U. S. Ship *Essex*, under my command, and to request your permission to anchor for the purpose of recruiting my stock of water, and purchasing refreshments for my ship's company.

Mr. Beale, my First Lieutenant, will have the honor to deliver you this, and to satisfy any inquiry you may think proper to make respecting this ship.

I shall have the honor to salute the British flag on anchoring, if you will do me the honor to order an equal return, and shall wait on your Excellency as soon as I am honored with your permission.

With respect, I have the honor to be

Your Excellency's most obedient, humble servant,

EDWARD PREBLE, Capt.

U. S. N. etc., etc.

[NR&L, Nr:P922-14, *Essex* by G. H. Preble.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 10 September 1800

Steady Breezes & hazy weather. People employ'd at Ships duty. Saw some Birds which look like small Gulls. At 8 pm. shortend sail & lay too. At 12 bore away. At 3 Am. hove too At 5 Am. Bore away. At 7 saw S^t Helena bearing W ½ N. D. 10 leagues —

all hands scrub'd Hammocks & clean'd ship At 9 hove too. At 11 Bore away. At 3 this Afterⁿ haul'd round the N part of S^t Helena hoisted out the Cutter. Sent her with an Officer to the first part for the Town — Lie too. the Cutter proceeded for the Town wore Ship & stood in for the Road. Anchor'd in 24 f^ms water. Good Ground 2 English Ships here. Fired a salute of 16 Guns. An^d from the fort —

Lat. Observed 15.55 S

Longitude in 6.18 W

[LC, EPP, 1799-1800.]

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

[U. S. FRIGATE] *Constellation* OFF CAPE FRANCOIS

Sept^r 11 — 1800

BENJⁿ STODDERT Esq^r

SIR I think it highly probable I shall be in the U: States before this can reach you but unforeseen events may prevent it, I therefore have the Honor to inform you that I am relieved from my Command here by the *Congress*, that I have this Day fallen in with, having finished the repairs of my rudder & put it in a perfect Safe state 'tho' it has been attended with much Difficulty and great Delay —

I have taken the most of my Men onboard from the Hospital in a Convalescent State, & hope soon to see them well restored to Health —

I have just as much provisions onboard as will last me to America & shall take my route by the way of Havannah to take under my convoy what Vessels may be ready to Sail & proceed to the Delaware, where I hope to be by the 5th of Oct^r

I enclose you my instructions to the *Herald & Richmond*, the Commander of the *Augusta* is a Crazy man I can't have any Communication with, nor Do I know what he is about, but I intend to give him the same instructions Capt^r Law hath, & shall mention him to Capt^r Sever who will now Direct as he pleases

I Have the Honor to be

Your mo obt

[NDA. A. Murray's LB, 1799–1805.]

To Surgeon's Mate Frederick Bernard, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U: S: FRIGATE *Constellation*
Cape Francois 11 Sept^r 1800

SIR The infirm State in which I find many of our Sick men still remain, compels me to leave many of them behind me, I have therefore judged proper to appoint you to remain with them, untill they have recovered Sufficiently to be removed onboard of any of our public Vessels, to be Sent on to America to join the *Constellation* in the Delaware, or they may take their passages in any of the Merchant Vessels bound that way, of which you will be the best judge & advise with Capt^r Sever of the *Congress*, as to any further proceedings with regard to their removal to any other convenient Situation not so expensive as the present one, as we are charged \$100 p^r month House rent as long as we occupy it, I shall rely much upon your Economy & attention to those men & you will continue to get all your Supplies from M^r Levy, Keeping an accurate acc^t of what you receive to compare with his acc^t when a Settlement is made, you will likewise get from him what necessaries you may want for yourself, & hope you will soon be able to join me again, as we shall be some time in the Delaware

I request you will Send with the men that are to come onboard, all useless Hospital Utensils and if possible give them their Breakfast before the[y] Leave you— Wishing you health and every Success

I am

your mo obt —

FREDERICK BERNARD Esq^r

[NDA. A. Murray's LB, 1799–1805.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 11 Sept^r 1800

Cap^t J A SPOTTWOOD
N C. [Newcastle] Del.

SIR I hear so seldom from you, that I am at a loss to know the present state of the *Delaware*.

It is of importance that that ship sail without delay— and I shall in a very few days send your sailing orders, in the expectation that you will be prepared to receive them.

I have the honor &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Nav. Dep 11 Sep 1800

Cap RICH DALE

*Phila**

SIR I am honored with your letter of the 8 ins enclosing the Proceedings of the Court Martial on the trial of L^t Ludlow.

The officers who composed the Court are entitled to be paid the amount of the Stage Fare & one dollar for every 40 miles travelling to & from the place where the court was held & one dollar & a half, whilst employed on the court — The Judge Advocate to 3 Dolls pr Day in full for all services & expences — The allowance to officers is in addition to their pay emoluments.

I am &c

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 11 September 1800

First part Light Breezes and pleasant W^t All Sail Set in Chace, At 2 P, M, Board'd the British Brig *Minerva* from Salem bound to Martinico 18 Days out John Wiley Master

At 6 Deserada bore N N W 7 Leagues the East end of Marigalante W by N $\frac{1}{2}$ N and the North end of Dominico W S W took in top Gal Sails and haul'd the Main Sail up, At 8 haul'd down the Jib and Spanker

At 5, A, M, Set D^o At 6 Saw a Sail a head made Sail and gave Chace, At $\frac{1}{2}$ past 7 Shortnd Sail and Spoke the U, States Ship *Connecticut*, Captⁿ Tryon Visited the Commodore, At 9 filled away At $\frac{1}{2}$ past 11 Set Main top Gal Sail, At Meridian the North point of Deserada bore S S W 4 Leagues Distance

Latt'd Obs'd 16.32 N.

[NDA, original.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept 12th Sept^r 1800 —

THOMAS FITZSIMONS Esq^r

I have this day, yours of the 9th Inst. to which I will call the attention of Gen^l Marshall.

It is true that the *Warren* went from the Havanna, to La Vera Cruz for Money. — It was an enterprize projected, by the Consul, and

executed by the Captain, not only without orders, but contrary to orders and his duty — and for which, I always intended he should answer on his return. — He has escaped by death —

I am &C

B — S —

[NDA. GLB Vol. 4, 1800–1801.]

To Aaron Putnam, Charlestown, Mass., from the Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 12th Sept. 1800 —

AARON PUTNAM Esq^r

I am honoured with your letter of the 2 Inst —

I am not enough acquainted with Charlestown to determine at once what is proper with respect to the ground above the street in front of your House, or indeed whether it may not be left out altogether: There is certainly ground enough for all the Purposes of a Dock & Navy Yard without it, but whether the distance from the turn of the Road at the S E Corner of Swan's lot to the Water may not be too limited, is a point on which I want information, that I cannot obtain in time to transmit final directions to you within the twenty days mentioned in your letter. I have therefore to request that you will be so good as to prevail on the proprietors of the land to extend the term a few days longer, that I may have an opportunity to consult M^r Dexter, who is now indisposed & cannot attend to business, when I will again write you —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 12 September 1800

First part Moderate Breezes and pleas^t —

At 2 P M Saw a Sail ahead made S^l & gave Chace the *Connecticut* in Co, At 6 Shortn'd Sail and hove too, Deserada bore S E ½ S — Antigua N W by W North point S W, Captⁿ Tryon returned on Board his own Ship At ½ past 8 haul'd the F S^l up At 10 haul'd up to the N^d & East'd At 3 A M, Set the F. S^l & Wore Ship to the S^d At 4 Saw a S^l to W^d made Sail and gave Chace At 8 Boarded his Britannic Majesties Schooner *Alexander* Lieut John Morrell Commander on a Cruize At 9 fill'd away, At 11 Squally At Meridian Englishmans head West the Easternmost point of G, Terra S by W Antigua N W ½ W about 6 or 7 Leagues —

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Friday, 12 September 1800

These 24 Hours Moderate breezes and pleasant weather.

At 1 PM. Committed the body of William Smith to the Deep.

At 2 AM. departed this life Hobus Bitts.

At 3. committed his body to the Deep.

Latitude Observed 26°29' N.

Longitude Observed 62°56' W.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]

Nav. Dep^t 13 Sep^t 1800

Cap^t JOHN MULLOWNY
of the *Ganges*.

It is proper that the crew of the *Ganges* be paid off & discharged, except so many as may be necessary to take care of the Ship whilst she is repairing, which you will be pleased to put in hand as soon as practicable, such of the Men as are sick must be taken care of & supported at the Public expense until their recovery, for which purpose you will apply to Mess^{rs} Riddle & Bird Navy Agents at New Castle These Gentlemen will also supply you with provision & other necessities for the use of the ship while she remains in port — Your Indents for supplies of every description for another cruize you will be pleased to forward to M^r George Harrison of Philadelphia — The services of the *Ganges* are very important at this time, not a minute longer than absolutely necessary must be consumed in Port —

A Warrant for 16,000 dollars is granted in your favor to pay off the crew, to which business you will be pleased to give your personal attention, sending on the accounts to the accountant.

I am &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

NEWPORT Sept 13th 1800

SIR We are honored with your favor of y^e 2^d Inst The timber for the false keel to the *Gen^l Green*, having the Carpenters work done ready to put on: and the Ship being fixed for heaving out: we are of op[ini]on too much is done to acede, especially as Capt Perry is still so confident of its being necessary —

Since our last report, there have been several cases of the malignant fever, and which have terminated fatally, supposed to have been communicated by the rubbish from the cleansing of the Hole of the *General Greene* This has continued the apprehensions of the inhabitants, and the [illegible] pay to labourers employed — We know of no case of that fever for some days And we are in hopes the disease is stopped —

[Newport HS. Gibbs & Channing LB.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Nav Dep 13 Sept^r 1800

Master Comm^t J A SPOTTSWOOD

SIR, The services of the *Delaware* are immediately required — She must, at all events, sail, in a few days after you receive this letter.

You will therefore instantly take in your Provisions Water &c & be prepared to receive your Sailing orders —

I am &c

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from letter to Secretary of State, from Thomas Appleton, U. S. Consul,
Leghorn, Italy

LEGHORN 18th September 1800

SIR

* * * * *

Many American vessels have been visited by french armed Ships in the Mediteranean, and suffered to proceed on their voyage, not otherwise molesting them: it seems generally those are most civilly treated where there has been the least hostile appearance; there has not come to my Knowledge a single loss of an american by Capture in these Seas for more than three months past. a reply Sir to that part of my letter in date of the 7th June. 24th July &^e relative to my application for the Consulate of Paris will very essentially oblige me. —

I have the honor to be Sir
with the highest respect
Y^r most obedient Servant

TH. APPLETON
Consul for U. S.
Leghorn

The Hon^{ble} The SECRETARY OF THE UNITED STATES
Philadelphia

[SDA. Leghorn, Vol. 1, 1793–1806.]

To Thomas Bulkeley, U. S. Consul, Lisbon, Portugal, from Secretary of State

DEPARTMENT OF STATE
Washington 13 Sept^r 1800

THOMAS BULKELY Esq^r

SIR, M^r Terascon, owner of the brigantine *Sea-Nymph*, whereof James M^e Kever was master, and which was captured and carried to Lisbon by a British armed ship as mentioned in your letter of the 27th June last, has requested my recommendation of his interest to your official and friendly care. Understanding that this Gentleman sustains a worthy and respectable character among the merchants of Philadelphia where he has been long settled, and that he has been in other instances a considerable sufferer by the capture of his vessels during the present war, with much satisfaction I comply with his request, and entertain no doubt that his agent will receive every aid, advice and attention in your power.

I am Sir, &c &c.

J MARSHALL.

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

[13 September 1800]

Extract from a letter from Captain Whitney of the ship *Hiram* to a gentleman in
Castine, Maine

“FORT ROYAL, (MARTINQUE)
November 18. [1800]

“I arrived here the 13th inst. after being twice taken and re-taken; and one hundred and two days at sea. I left Liverpool, the 2d of August, and on the 13th September, being in longitude 55, and

latitude 29, I was taken by a French sloop of war, and all my people taken out, except Harry,† one man, and a boy of twelve years of age, an apprentice of mine; and manned with ten French men, and, ordered for Cayenne. — I being determined on an attempt to retake my ship, on first discovering her to be French, loaded my pistols and hid them in a crate of ware, which had I not done, I should have lost them, for no less than three different times were my trunks searched for them, as was the cabin and all parts of the ship, which they could come at; they found my ammunition, but my pistols were secure, and such was their extreme caution, that they would not allow any man to be off deck; but eat, drank, and slept on deck.

Finding that I could not obtain any advantage of them, by getting them below, I determined to attack them openly by day light. Therefore at about four o'clock on the fourth day after being taken, I secured my pistols in my waistband, having previously told Harry and my man, my determination, and directed them to have a couple of handspikes where they could clasp their hands upon them in an instant, and when they saw me begin, to come to my assistance.

The Prize Master was now asleep on the weather hencoop, his mate at the wheel, and the crew on different parts of the main deck, Under these circumstances I made the attempt by first knocking down the mate at the wheel; the master started up so quick, that I could get but a very slight stroke at him; upon which he drew his dirk upon me—but I closed in with him, sallied him out of the quarter rail, and threw him overboard. But he caught by the main chains, and so escaped going into the water. By this time I had the remaining eight upon me, 2 of whom I knocked backwards off the quarter deck, and Harry and my man, coming aft at this time with handspikes, played their parts so well among them, that I soon got relieved. I then drew a pistol, and shot a black fellow in the head, who was coming at me with a broad-axe; the ball only cut him to the bone, and then glanced—but it had an excellent effect, by letting the rest know that I had pistols, of which they had no idea. By this time the mate, whom I first knocked down, had recovered, and run down to his trunk, and got a pistol, which he fired directly at my man's face, but the ball missed him.

The Prize Master, whom I hove over the quarter, got in again, and stabbed Harry in the side, but not so bad as to oblige him to give out till we had conquered. In this situation we had it *pell mell* for about a quarter of an hour, when we got them a running, and followed them on, knocking down the hindmost, two or three times round the deck, when a part of them escaped below, and the rest begged for mercy, which we granted on there delivering up their weapons, which consisted of a discharged pistol, a midshipman's dirk, a broad-axe, and a hand saw, &c. We then marched them aft into the cabin, and brought them up, one at a time, after strictly searching them, and confined them down forward."

Ten days after this daring action, Capt. W. was again captured by a privateer schr. from Gaudaloupe, who plundered his ship of 8 or 10,000l. sterling, put on board a crew of 15 French, and ordered her for Guadaloupe. After being in their hands 46 days, he was retaken by an English frigate & sent into Martinique.

†Second mate, a brother of Capt. W., aged 17 years.

[LC, "Salem Register" (Salem, Mass.), 19 January 1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy commanding, Saturday, 13 September 1800

these 24 hours begins with Light breezes & Pleasant weather — all sails set before the Wind, steering in for the cape francois —

At $\frac{1}{2}$. past 2. P. M. the cutter returned from the frigate, with orders to stand in for the cape —

At 4. cape francois bore S. by W. dist. 3. or 4. Leagues, Light Winds & pleas^t At 6. Point Picolet bore S. by W. dist. 4. miles —

At 7. I returned at the same time shortened sail & haul'd on a Wind to the S. W. at. $\frac{1}{2}$. past d^o filled away — At 8. I went on Shore at cape francois from 8. till 12. Laying too, being off. & on the harbour, under the T. Sails — from 12. to 4. A. M.

At 5. A. M. made sail in for Point Picolet — At 6. d^o sent the boat on board the Brig to Leeward, she proved to be from Boston bound to cape Francois — At 7. Point Picolet bore S. W. by S. dist 3. Miles. At $\frac{1}{2}$. past 8. the cutter returned with 150 lb of fresh beef & 2 Bl^s of Bread for Ship's company — At $\frac{1}{2}$. past 10. came too in 10 fath. with best bower, the government house bearing S. by W. dist. 1. Miles. dist. from shore $\frac{1}{2}$ mile — At $\frac{1}{2}$. past 11. moored with the Kedge to the S. & West^d —

[NDA, original.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Saturday, 13 September 1800

Light Airs from the S W and verry warm at one P M got under way and Dropt down to Nantasket road & came to Anchor again at 5 pm — Ends N East Winds and pleasant Weather —

[H. E. Huntington L&AG.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Saturday, 13 September 1800

These 24 Hours Moderate breezes & pleasant Weather.

At 5 A. M. saw a Schooner to the Northward. At $\frac{1}{2}$ past 5. spoke her, She proved to be the *Atlantick* of Philadelphia, Simon Kingston Master bound to Laguira out thirteen days.

At Meridian, tacked Ship.

Latitude Observed 26° 33' N.

Longitude Observed 62° 12' W.

[J. Sawyer Col., Portsmouth, N. H.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep. 14 Sept^r 1800

Master Comm^t J A SPOTTSWOOD

SIR, You will please to give a passage in the *Delaware* to M^r Rowand, & land him in one of the Bahama Islands, which will be in your way, to the Havanna which will be your station.

I have the honor &^t

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Sunday, 14 September 1800

Light breezes and pleasant Weather.

At meridian tacked Ship, head to the Southward & Eastward.

Middle part squally attended with Rain. At $\frac{1}{2}$ past 3 A. M. Ozeas Kelley, one of the Carpenters fell overboarded, but was got on board again, by throwing a rope to him.

At 7. A. M. a Sail in sight bearing W. S. W. supposed to be the schooner *We* spoke yesterday.

At 11. Called all hands to prayers.

Temperature of Air 84° .

Temperature of Water = 84 .

Latitude Observed $26^{\circ} 23' N$.

Longitude Observed $62^{\circ} 05' W$.

[J. Sawyer Col., Portsmouth, N. H.]

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

U. S. FRIGATE *Essex*,
At anchor, Island of St. Helena Road,
Sept. 15, 1800.

Sir: — I have the honor to inform you of the arrival of the *Essex* under my command in this road the 10th inst., and to enclose a copy of a letter which I wrote you by the Brig *Lapwing* the 6th ult., five [days] after which, I was separated from the Fleet in a tremendous gale of wind, off the bank of La Agulhas, after which I concluded to make the best of my way to this island, in order that the Fleet might join me here agreeably to their instructions in case of separation. I appointed this as a place of rendezvous in preference to the Cape as it was too early in the season to stop there with safety. Five of my convoy have already arrived, and one has passed on by permission. I am in expectation that they will all arrive within twenty days from my arrival, that being the time which, previous to my leaving the Straits of Sunda, I made known to the Fleet I should wait here for them in case of separation.

The flag of the United States is highly respected here as it has been at every other place I have touched at, and I am received here by the Governor in the most friendly manner. My ship's company are in general good health.

Mr. Tilly, Supercargo of the Brig *Globe*, takes charge of this letter, and will call on you. I beg leave to refer you to him for particulars respecting the Fleet generally, and particularly the Ship *China*.

I have the honor to be, with great respect, Sir,

Your most obedient, humble servant,

EDWARD PREBLE, Capt. U. S. N.

To the Hon. SECRETARY OF THE NAVY.

[NR&L, Nr:P922-14, *Essex* by G. H. Preble.]

To William Bingham, United States Senator from Pennsylvania, from Secretary
of the Navy

[WASHINGTON, D. C.]
Navy Dept — 15th Sept. 1800 —

WILLIAM BINGHAM Esq^r

I am honoured with your letter of the 10th

The *Delaware* now nearly ready, must go to the Havanna, where we have no Vessel. both the *Ganges* and the *Warren*, having been driven from thence by Sickness —

In about three weeks, the Frigate *New York* will I expect sail from New York, for the Windward Island. In two weeks after, the *Adams* will sail from the same place, — One of these Vessels shall either take the Gentleman of your acquaintance under Convoy, or on board, as may be most agreeable — and shall see him safe to Martinico.

Nothing from our Ministers at Paris, since May — & nothing late from M^r King —

I am &c

B S —

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Nav Dep 15 Sept^r 1800

Cap^t JA^s BARRON
Hampton Virg^a

SIR, The *Warren* if not already at Norfolk is expected there, under the command of a Lieut^t, the Cap^t [Master Commandant Timothy Newman, U. S. Navy] having died in the West Indies [15 August 1800].

The crew of this Vessel has been sickly, & it is to be feared they still continue so.

You will therefore be pleased to repair to Norfolk & assume the command of this Vessel, & adopt such measures as may appear to you to be the most Judicious, for releiving the sick, recruiting as many men as will supply the deficiency on board, cleansing, re-provisioning rewatering & preparing her in all respects, with the most dispatch for another cruise.

You will make your requisitions on M^r Pennock, for monies & everything else necessary.

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Monday, 15 September 1800

Northley Winds and pleasant Weather at 8 AM came to sail from Nantasket road at Meridian Discharged the Pilot fresh Breezes at N East and pleasant Weather Tack'd ship Sevral times Trying to beat out of the bay —

[H. E. Huntington L&AG.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 15 September 1800

First part Moderate and pleasant all Sail Set in Chace At $\frac{1}{2}$ past 1 P. M., Light Squalls and Variable with rain At 5 P M Spoke the British Sloop *Garland* At $\frac{1}{2}$ past 5 made Sail At 6 Antigua Bore N W $\frac{1}{2}$ W the West end of Deserarda S S E point North W N W $\frac{1}{2}$ S distance 4 Leagues At 7 P M Shortnd Sail At 8 haul'd the fore Sail up hauld down the Jib and hauld up to the Northd Point North S S W 2 Leagues At 11 Squally

At 2 A M Tk'd Ship to the South'd & West'd At 5 Saw a Sail to Leward made Sail for her. She proved to be his Majesties Schooner *Alexander* Tender to the Admiral Saw 2 Sail to Leward gave Chace At 7 saw 3 Sail to Windward hauld up and took in the Steering Sails royals &c At $\frac{1}{2}$ past 7 Saw the Ship to Leward fire a Gun and Bring a Brig too, At 8 made them to be 2 Ships and a Brig At Meridian Deserada bore S E B S dist 5 or 6 Leagues all Sail Set in Chace —

Latt'd Obs'd 16.46 N.

[NDA, original.]

To President John Adams from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 16th Sept. 1800 —

PRESIDENT OF THE UNITED STATES

Both the *Ganges* and the *Warren* have been driven from their station at the Havanna, by the Sickness of their Crews. The *Ganges* arrived at New Castle a few days ago, and the *Warren* I expect is by this time at Norfolk. I am taking measures to send the *Delaware* to the Havanna, without delay. that our Commerce to that place, at this moment unprotected, may not be long exposed to the depredations of Vessels manned by Spaniards with French Commissions, the only Vessels which molest our Trade to that Island — There are reports, that Capt^r Murray in the *Constellation*, is on the Coast, from Cape Francois: and that he has returned in consequence of the bad health of his Crew — their complaint it is said, is the flux, and not the fever — The frigate *New York* and the *Adams*, both at Newyork, will I hope be got to sea in a few weeks — I fear the vessels returning in consequence of disease will not be soon got out again.

M^r Boyd, mentioned in the letter you honoured me with of the 6th Inst. has been a Midshipman nearly two years. I know nothing of his Seamanship nor do the Gentlemen who recommend him, say any thing on that subject — If he is not defective in this particular, I know of nothing, which ought to prevent his being a Lieutenant. He was ordered some time ago to join the *Boston*, and no doubt Captain Little will recommend him to be a Lieu^t if he finds him qualified, perhaps it may be most prudent to wait, the report of Capt^r Little —

I am &C

B — S.

P. S. M^r Dexter has been some days, confined with a Nervous disorder. He is still confined and unable to attend to business, but I hope is in no danger —

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

To John W. Graton, Prize Master of Recaptured British Ship *Ruth*, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
September 16th 1800

SIR I appoint you hereby prize master of the ship *Ruth*, retaken this day from the french and annexed is copy of my commission.

You will go into Nevis road, or Base Terre S^t Kitts with all the expedition possible, should you part with me; At either place M^r David M Clarkson of S^t Kitts will act as agent and you are strictly [to] conform to the rules of the port you arrive at — and be very particular as soon as you anchor, to wait on the Governor and other officers as usual

Seal and close the hatches and suffer not the smallest trifle belonging to the ship to be touched save provisions and water for your use and that of your crew, and fire wood to cook the same

I am your Obed^t humble Serv^t

M^r JOHN W GRATON

Prize master of the Ship *Ruth*.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

[16 September 1800]

Extract from a letter on board the U. S. Frigate *Philadelphia*

"Our ship sails better than any of those on the windward station, excepting the *President*, commodore Truxtun, with which we have not yet had a trial.

"On the 16th September we discovered 3 sail to windward of us, a brig and two ships; we were then cruising to windward of Antigua. We chased several hours, until night came on, when we lost sight of them. We have not since heard what they were. The crew is in remarkable good health."

[LC, "Poulson's Daily Adv." (Phila.), 29 October 1800.]

To Captain Daniel Carmick, U. S. Marine Corps, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

CAMP WASHINGTON 16th Sep^r 1800

Cap^t DANIEL CARMICK

SIR On the Books at the Navy Office, and on the Roster you rank as 2^d Cap^t in the Marine Corps & Cap^t Clark as 3^d — Cap^t Clark has been furnished with the Names & Rank of my Officers more than once — and why he should raise a Doubt I do not Know. It is not probable you will ever come together; if you should an Appeal to the Books will always shew, it is not in the power of any Man to take away the right of Cap^t Clark, or give you rank which you are not entitled to.

I hope the Marines will not fall off after you leave them; it is my wish they should do Credit to the Ship as well as the Corps, and I hope you will convey my Sentiments to Cap^t Talbot, who I have a high opinion of, and let him Know, that I always expect an Officer to be with such a Body of Men. These New England Officers do as

they please with me, they neglect Orders & send on their A/c's as they like. I have wrote Volumes to them, and it would have been just as well had I never wrote a line.

I Know nothing about the 20\$ alluded to in Church's Acc^t. He took the liberty of Settling w^h the Purser, and we have just got a sum Total from the Navy Office, without Particulars, and in this manner it is enter'd on our Books.

After you have paid off y^r Marines, you must leave the cloathing to Cap^t Clark who must be accurate in his Demands on me, that I may not have twice to send Cloathing, where once will do.

If Amory does not furnish us with proper Vouchers, I shall be oblig'd to order him on to head Quarters.

Y^r obed^t Ser^t

W W B.
L^t Co^l C —
M. C.

[MCA, LS, 1800-1801.]

To William Savage, U. S. Agent, Kingston, Jamaica, for Protection of American Seamen, from Secretary of State

DEPARTMENT OF STATE
Washington 16 Sept^r 1800

WILLIAM SAVAGE Esq^r

Sir, I enclose a duplicate of a letter from M^r Liston, the British Envoy, to Sir Hyde Parker, requesting him to release Sanford Stodder, Jeremiah Marthis Daniel Gracey, John Drinkwater Jun^r Henry Lower and James M^rLean from impressment in the British squadron and the Jamaica station. As Admiral Parker has left the Island on his return to England the letter may be considered as addressed to the Officer, with whom he has left the command of the Squadron, and I therefore request you to hand it to him with this explanation.

I am Sir, &c, &c.

J. MARSHALL

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

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Tuesday, 16 September 1800

Fresh Gales from E N E at 2 pm carried away the Main top Gall^y yard Unbent the Sail and sent the yard down and sent up another yard bent the Sail & set M. T. G. Sail again, still continue Beating 8 pm Hand^d Top Gall^y sails Midnight fresh gales from E S E and hazy weather at 4 AM Tack'd ship off[f] Cape ann Lights at Merid^d Tack'd Ship off[f] Cape Cod thick cloudy Weather fresh Gales from East; coming on a gale of wind the Cap^t thot best to go back to Nantasket road at 2 pm Bore a way out all sails and run from a breast the Light house on Cape Cod in to Nantasket road in three hours by our watches a Distance of Eighteen Leagues, and came to Anchor — at Midnight heavy Gales from N N E and Rain —

[H. E. Huntington L&A.G.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, Commanding
U. S. Ship *Ganges*, Tuesday, 16 September 1800

[Off Newcastle, Delaware] Fresh breezes and clear. The Health officer came on board and ordered us to perform quarantine untill 1st October. —

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday,
16 September 1800

First part Light Winds and pleasant W^t In Chace At 4 P M the N W part of Gaudaloupe bore S W B S Antigua W B N At 5 Tk'd Ship to the S^d & E^d At 6 Antigua bore W N W 8 Leagues Monserrat W B S, North end of Gaudaloupe S W and Deserada S B E 5 Leagues the Chace about 3 Leagues of the Westernmost part of Deserada We being then about 2 Leagues to the North'd of them Night Approaching gave over the Chace and stood as p^r Column At 10 P M took in top Gal Sails hauld the Main Sail up and Bore away to the S^d & West'd At 1 A M Squally hauld the fore Sail up and took in the Mizzen top Sail At 4 Saw the Land Antigua bearing W N W haul'd up to the South'd Set the Mizzen top Sail At 6 Saw a Sail to Leward made Sail for her At ½ past 9 Spoke the U S, Ship *Connecticut*, Captⁿ Tryon came on Board with Letters to the Commodore At 10 he returned Wore Ship and stood to the South'd & East'd At 11 A M Saw a Sail to Leward supposing her Upset bore away for her

Latt'd Obs'd 16.46 N.

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 16 September 1800

Pleasant Weather & light breezes.

At 1 PM. saw a Sail bearing W. S. W.

At 4 AM. a sail in sight bearing S. W. Called all hands to make sail. At 8 fired a Gun to Leeward & hoisted American Colours. When she taking us for a Letter of Marque, fired a Gun to windward & hoisted French Colours. All hands were then called to Quarters. All sail set fore & aft. At ½ past 10. Having come within shot, fired a Gun at her, when she perceiving her error lowered her Colours & hove too. She proved to be the English Ship *Ruth* loadened with Molasses & taken by a French Privateer of six Guns yesterday morning. Took out all the Frenchman and put a Master's Mate, a Midshipman & 8 Men, with orders to follow us.

Latitude Observed 24°50' N.

Longitude Observed 62°25' W.

[J. Sawyer, Col., Portsmouth, N. H.]

To Captain Alexander Murray, U. S. Navy, from Toussaint L'Ouverture, Commander-in-Chief of the Army of St. Domingo

"H. Q. LEOGANE, 30TH FRUCTIDOR, 8TH YEAR,
[17 September 1800]

Toussaint L'Ouverture, *Major General of the army of St. Domingo, to Alex. Murray, Esq. Commander of the station at St. Domingo.*

"I have received, worthy commander, your favor of the 28th August ult. and am impressed with a grateful sense of the marks of kindness and civility you have been pleased to shew me. It gives me pleasure to be informed of your laudable instructions for preserving a good understanding between the respective officers of this Island and the United States; it being the means of rendering both countries happy.

"I cherished the hope, that in the number of prisoners taken by the *Trumbull*, certain persons might have been sent to me, from whom I might receive some useful information. Those I allude to I insinuated to Dr. Stephens, at the interview we had at Port Republican, requesting that this favor might be solicited of the United States. They are the least culpable; the rest must abide by the consequences.

"I wish you health and prosperity; and have the honor to be your humble servant.

TOUSSANT L'OUVERTURE."

[LC, "New Hampshire Gazette" (Portsmouth, N. H.), 18 November 1800.]

[17 September 1800]

News item giving account of the Capture of the French privateer schooner *Vengeance* by the U. S. S. *Trumbull*, Master Commandant David Jewett, U. S. Navy, commanding

NEW-LONDON, *Sept. 17.*

The *Trumbull*, sloop of war, has brought in the Fr. Sch. *Vengeance*, of 8, pierced for 10 guns, which she captured off Jeremie, running out when that place was entered by TOUSSAINT's troops. 130 persons are on board, including women and children, all persons of colour, except Mounier, who was an agent for Rigaud's barges at Petit Guave. 60 or 70 of the prisoners are officers, among them D'Artignave, commandant of Jeremie, one Adjutant General, and the principal part of Rigaud's staff. The vessel has on board a considerable quantity of powder and dollars. The *Trumbull*, also took an open boat, on board which were Lyse, commandant of Pitit Trou, with his family, and several other officers. About 40 bags coffee were on board. It is supposed the prisoners will be sent up country.

[LC, "The Mass. Mercury" (Boston, Mass.), 23 September 1800.]

To Peter C. Brooks, Merchant and Marine Underwriter, Massachusetts, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 17th Sept^r 1800.

PETER C. BROOKS Esq^r

The Secretary of State has put into my hands, your letter to him of the 5th Inst —

I am so well persuaded that M^r Clarkson must have been acquainted with our last law on the subject of Salvage, on the 15th July, when

he addressed his letter to Mess^{rs} Swite & Fairley — and at all events, his conduct in insisting upon a sale of the *Seaflower*, for the sake, I conceive of retaining an exorbitant Commission, instead of adopting the mode of settling the salvage by appraisement, equally advantageous to the captors, and less oppressive to the owners, appears to me to have been so very improper, that I have determined to remove him as early as possible from his Situation of Navy Agent at St Kitts —

In June last, he was instructed to apply to the purposes of his Agency, all Monies which he had received for Salvage beyond one eighth, and to send me the Names of the Owners of the recaptured Vessels, that the Sums illegally taken from them might be restored — but I have not yet received an answer to my letter, nor to one written to him in May, on the same subject, altho' I know he has long since received them both.

Our Captains have been instructed to agree with the Captains and owners of recaptured vessels, on any equitable mode of ascertaining the value of the Salvage — and to put such vessels as little out of the way, of pursuing their original destination as possible, consistently with the Justice due to the crews of the public Ships — In general I believe they have attended to these instructions, and I hope but few Instances have occurred, of rapacity like the one you have noticed. It is always the desire of the President to correct abuses the Moment they are discovered. It is not always possible to foresee what abuses may be committed —

I am & C

B — S —

[NDA. GLB, Vol. 4, 1800–1801, and Ct. of Cl. French Spol. Case No. 898.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 17 September 1800

First part fresh Breezes & Cloudy W^r A[t] Noon came up with her and found her to be a Schooner full of Water sent the Barge & Jolly Boat on Board and took out her Spars Old Rigging and part of and Old Cable At 4 P M made Sail to the Northd At 5 Tk'd Ship At 6 Monserrat bore W B N 3 Leag's the West end of Antigua North the East End N E B N took 2 reefs in the topsails and took in the Spanker & Set the Mizzen At ½ past 7 hauld the Main Sail up At 8 Set D^o At 9 hauld the Main Sⁱ up At 10 took in Jib & Mizzen At ½ past 11 Squally with heavy rain lowered the topsails down At Midnight more Moderate At 1 A M Wore Ship to the N^e & E^e & set the topsails. At ½ past 2 Tk'd to the S^e & set the Main Sⁱ At 4 hauld the Main Sⁱ up Calm

At Day light Saw a Sⁱ to leward bore away for her At 7 Spoke the Brig *Friendship* David Mitchell Master from New London last from Antigua bound to Martinico 26 Days out At 8 Saw another Sⁱ to Leward bore away & gave Chace At 9 reefed Topsails & Spoke the Sloop *Daphny* Privateer of Martinico on a Cruize At 11 Unbent the Old Jib & bent a new one Set Jib & Mizzen At ½ past 11 Set fore & M^e top Gal Sails At Mereridian sev^l Sⁱ in Sight

Lattd Obsd 15.34 N.

[NDA, original]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 17 September 1800

Clear & pleasant Weather.

At 1 PM saw a Sail bearing N. W. standing to the Southward & Eastward. At ½ past 2 squared the Yards, & stood N W after her, & at 5. came up with & hailed her. She proved to be the schooner *Atlantick* of Philadelphia, which we spoke the thirteenth instant. She, being bound to the Southward, We informed her that the privateer which had taken the ship we had retaken yesterday, was cruising to the Southward, & advised her to keep Company with our prize.

At 10 AM Took the Prize in tow

Latitude Observed 24°30' N.

Longitude Observed 62°32' W.

[J. Sawyer Col, Portsmouth, N. H.]

[18 September, 1800]

To Midshipman John Harris, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

Unhappy Youth, lost almost to the tender and anxious feelings and cares of one of the best fathers and most upright men, by your indecent behaviour at home and vicious conduct abroad a[way?] from home. I was induced from an attachment of many years standing to this worthy acquaintance and friend to give you some chance of serving in this ship under a strong hope of reclaiming, and yet making you a man. But what has been your conduct since you was permitted to style yourself, one of the *President's* Crew, bring home to your mind your behaviour at New York and afterward repeatedly on board, bring to your recollection how far you have made yourself liable to ignominious sufferings, by the Naval discipline under the laws of your country. I will not recapitulate your crimes & vices, too bad to be passed over again, but as you have shown some compunction, by your letter to me of this date, I shall order you restored to your station. And give you one chance more, on your making a proper apology to Lieutenant Sterritt and to the Master M^r King for your unwarrantable behavior towards those Gentlemen

UNITED STATES SHIP *President*

18th September 1800—

To M^r JOHN HARRIS

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

To John Morton, U. S. Consul at Havana, from Captain Alexander Murray,
U. S. Navy

U: S: FRIGATE *Constellation*
off the Moro Castle Sept^r 18 1800

DEAR SIR The inclosed is a Letter of introduction from our worthy friend M^r Hammond, at Cape Francois which I have taken the Liberty of Sending you by M^r Shirley the first Lieut: of the *Constellation*, he goes onshore to offer our Services to you, or any of the Merchants of Havanna, either as Convoy for any Vessels that can be got ready in Two or three Days, or to take any money they wish

to remit to the U: States if it can be done without risk, in which case I wish to be governed by your advice & request the favor of you to give this general Notice —

If it should be deem'd necessary to take the ship into Port for these Purposes, please to inform me without Delay, at all event, I wish much to hear from you on the Subject, as it is the wish of the Sec^y of the Navy that our public ships, should give all the accomodations in their power to the Merchants abroad but as I am short of provisions, I cannot be long detained without an object of magnitude —

M^r Shirley has a Letter from me to Mess^{rs} Santa Maria & Crieda on business, I will thank you to introduce him to those Gent^l, from whom I expect he will receive some money from [for] me, if he does not, must request you will let M^r Carr (our Purser) have what he wants, to purchase a few Articles for us, & give an order on me for the Sum payable at 20 Days Sight —

I am with Great respect

Your mo: obt

JOHN MORTON Esq^r

Havanna

[NDA. A. Murray's LB, 1799–1805.]

To Lieutenant Ambrose Shirley, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U: S: FRIGATE *Constellation*
off the Moro Castle 18 Sept^r 1800

Lieut A: SHIRLEY

SIR I now request you to proceed without Delay to the Moro: Castle to give what information they may want there, after which you will go to the Havanna & enquire for M^r Morton our Consul and Deliver him my Letter —

You will communicate with him on the Business for which we have come here, that of offering our Services to Convoy any vessels that can be got ready in two or three Days for America & request him to give you all the advice on that head he can so as to be off early in the morning if possible to inform me whether it will be necessary for us to enter the Harbour, as it is probable many of the Merchants will want to remit money to the U. States you had better make it known that if they can get it onboard of us without risk we will take it to Philadelphia —

You will Deliver the Letter to Mess^{rs} Santa Maria and Custa yourself & get the Consul to introduce him to you, as it is about money he owes me which I hope he will pay you —

M^r Carr will attend you to procure a few Necessaries & hope you will loose no time to fullfill your mission, if it should be judged necessary or the Weather look bad so as to oblige me to go into Port you must enquire what Ceremonies are necessary, or if it is customary to Salute the Fort — I am

Your mo obt

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]
N. Deptm^t 19th Sep^t [1800]

JOHN BARRY Esquire
Commander U. S. Navy.

Enclosed you will receive an abstract of the proceedings of a Court Martial held on board the Frigate *N. York* for the trial of Lieu^t Marner of the *Adams*, with the confirmation of the sentence by the P. of the U. S. on which you will be pleased to take the proper order

I have the honor &c

[Enclosure]

Abstract of proceedings of court martial for trial of Lieutenant Richard Marner, U. S. Navy

Abstract of the proceedings

At a Naval General Court Martial whereof Cap^t Dale was President, held on board the U. States Frigate *N. York*, on the 22nd day of August 1800, & continued by adjournments to the 26th inclusively, Lieu^t Rich^d Marner of the Ship *Adams*, was tried on the following charges viz

1st "For unofficer & ungentleman-like Conduct to Lieu^t Sam^l Parker "on the 10th of June 1800 on the quarter Deck, he, M^r Parker being "then commanding officer, by endeavoring to degrade him in the "opinion of his inferior officers saying insultingly, that *he M^r Parker "did not know how, nor never would know how, to square the Yards, and "that he M^r Parker was no officer, & that he wished one of the Master's "Mates would kick him"*

2nd "For unofficer & ungentleman like conduct to M^r Parker on the "said 10th of June on the quarter deck, he M^r Parker being then "commanding officer, in saying insultingly, that *he M^r Parker deserved "kicking & that he would do it if on shore, for detaining the Barge for "Lieu^t Campbell*

3rd "For unofficer & ungentleman like & infamous conduct to Lieu^t "Parker on the said 10th of June on the quarter Deck, he M^r Parker "being then commanding Officer, *in making an assault on M^r Parker, "and attempting to pull his nose.*

The Court after mature deliberation adjudge the Prisoner Guilty of all the charges, being breaches of the 15th Art. of the "Act for the better Government of the Navy of the U. States" and sentence him to be dismissed from the service of the United States.

NAVY DEPARTMENT
19th Sep^t 1800

The President of the U. States approves the sentence of the Court Martial whereof Cap Dale was President, for the trial of L^t Marner, & orders the same to be carried into execution—By order

B. S.

[19 September, 1800]

Extract of a letter from Havana to a gentleman in New York concerning visit of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy

SEPTEMBER 24th, 1800.

"On the 19th inst. the U. S. frigate *Constellation*, under the command of Capt. Murray, made her appearance off the Moro Castle. Application being made to capt. Murray to take a number of American vessels under his convoy, he accordingly entered the port saluting the admiral, which was immediately returned. After the usual offer of services, which is uniformly practiced by the government, and especially by the Navy Department, towards the American state ships, the barge of the *St. Pedro de Alcantra* ship of the line, commanded by D. Dionna Galliano, went on board the *Constellation*, with a card, inviting capt. Murray, and his officers to an entertainment, to be given next day to the Ex-Vice-Roi of Mexico Don Joseph Mique de Asanza, at present here. Capt. Murray on landing, went with the Consul to visit all the constituted authorities, by whom he was received with the most pointed marks of politeness, and every officer tendered him in person.— Agreeably to invitation captain Murray and his officers went on board the *St. Pedro*, where two officers were stationed for the express purpose of waiting the arrival of the American commander, on which being announced, captain Galliano came to the gangway to receive him, and seated him in the most distinguished part of the assembly.

To give a just description of the entertainment requires a knowledge of Naval Architecture, which I do not possess. Figure to yourself a ship of the line illuminated by about two thousand lights fancifully arranged; a platform extending from the foremast to the round house spread with carpets with rows of chairs and benches on either side of the ship, the whole covered with awning; add to this about one hundred and fifty ladies and twice the number of gentlemen, dressed in costly elegance — then conceive what a delightful spectacle it must have afforded. The ball was opened by the Vice Roi, Governor and head admiral, and continued till one o'clock in the morning when the company was conducted to the middle deck, where a supper table was laid extending from one end of the ship to the other covered most sumptuously for the reception and accommodation of 400 persons. Upon the poop was another table spread with refreshments of every kind. The whole was conducted with the greatest order, and perhaps a more splendid entertainment has seldom been witnessed. It is supposed to have cost captain Galliano 10,000 dollars.

The next day, capt. Galliano dined on board the *Constellation*; and the day following Admiral Aristinbil and Vice Admiral Nuenoz, waited on capt. Murray, who being apprized of it, hoisted all his colors elegantly dressed. — As soon as they were on deck, a salute of 15 guns was fired. They were very much pleased with the ship, and insisted that she was not a frigate, but a ship of the line. When they returned on shore, the yards were again manned, and three cheers given them by the crew. The circumstance of dressing the ship gave rise to some ill timed jealousy on the part of a French captain of a privateer, who supposed an affront was intended to his nation because the French colours happened to be laced below the American and English. It produced a very scurrilous letter to capt. Murray, which being known by the Governor he ordered the captain and lieutenants

of the privateer to confinement. Upon the whole, these circumstances, the appearance of the ship, and the excellent discipline which is maintained on board has made impressions extremely favourable to the character of our rising navy.

[NYHS, "New York Gazette and General Advertiser", November 7, 1800.]

To General Samuel Smith from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 19th Sept. 1800 —

General SAMUEL SMITH

Whenever you have in foreign ports money really your own, or belonging to your house, our public Vessels shall be put a little out of their way to call for it. — They have a right to bring money belonging to our Citizens. — But they have not a right to bring money belonging to foreign Citizens, subjects, or Governments — And our Government will not give cause of Complaint to any Nation —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Friday, 19 September 1800

these 24 hours begins with stiff breezes from the S^d & E^d with clear weather At 2 P. M. received on board 18. bls. of Bread — At 8. came on board a boat load of Fish supposed to be 400# middle part of these 4. h^{rs} moderate breezes from the S^d & W^d

At 5. A. M. unmoored ship & got under way stood out of the harbour with a fresh Land breeze. At 8. Point Picolet bore S. by W. dist. 3. Leagues. At the same time discovered a sail to the North^d hauled on board the M. Tack At 10. A. M. came up with her, she proved to be a Schooner from charleston bound to Port au Prince. hoisted up Jolly boat & at ½ past d^o hoisted in cutter & made sail to the S^d & West^d —

At Meridian Point Picolet bore S. E. by S. dist. 7. or 8. Leagues & the East end of Tortuda W. by S. dist. 4. Leagues

[NDA, original.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Friday, 19 September 1800

At 6 pm light Airs from the Southrd got under way in company with the Revenue Cutter Cap^t John F. Williams at ½ past 10 pm the pilot left us and parted with y^e Cutter Boston Lights Bore West 10 Miles Distance by Estemation from which I take my Departure Laying in Latt^d 42°21' N & Long^t 70°53' West from the Meridian of London

* * * * *

[H. E. Huntington L&AG.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 19 September 1800

First part pleas^t Weather At $\frac{1}{2}$ past 1 P M Tk'd to the Northd and West'd At 2 let the reefs out of the topsails and Set top Gal Sails At 3 took in top Gal Sails and Spanker & took 2 reefs in the topsails At 6 P M Saw a Sail on the W^t Bow the South point of Dominico bore N E $\frac{1}{2}$ E North point N B E At 8 hauld the Main Sail up and took in Jib & Mizzen At 11 Set the Jib At 5 A M Saw a S^t on the W^t Bow made S^t & gave Chace At $\frac{1}{2}$ past 5 Tkd Ship to the S^t & East'd & Set royals the Saints bearing N N E about 4 Leagues At 7 Board'd the Schooner *Pelican* of & from S^t Bartholomews Via Monserrat bound to Dominico Mathew Winfield Master At $\frac{1}{2}$ past 10 Board'd the British Ship *London* from Martinico to S^t Kitts W^m Lightfoot Master

At Meridian the North point of Dominico E N E the Saints N E B N the South point of Gaudaloupe N N E Punished W^m Parkes with 25 Lashes and W^m ——— with 12 for fighting

Latt'd Obs'd 15.24 N.

[NDA, original.]

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

UNITED STATES SHIP *Maryland*
at Sea in Latitude 30°.15 and Longitude 71°10'
September 20th 1800

SIR I now do myself the Honor to inform you in what manner the *Maryland* has been employed since she left the United States — On the 12th of December last Capt^y McNeill with the *Portsmouth* left the Surinam Station; and left me in the Succession of Command agreeable to your orders the *Maryland* being the only United States Vessel left on the Station; and as the object and intention of your orders, was for me to cruize in such manner as to be best able to protect the trade to Surinam, and the rest of the Coast as far to leward as Curracoa — In Consequence I have generally cruized to windward of Surinam, in a direction which all Vessels endeavor to fall in, that are bound to any part of the Coast of Cuyanne — Namely the Marauny river, which is the boundary between the french and English, and may with great propriety be called the Source or inlet to the Commerce of all that Coast, and it is evident that a single ship is able to afford more protection to so large a circuit as is Comprised in your orders to me, than in any other direction, in which she could have Cruized; However, I have the unexceptionable mortification to inform you that I did not make a single Capture except one — a Brig the particulars of which I inform you of in my letter of N^o 3, altho I can with great Justice, Say that no Ship ever cruized with more assiduity and unremitting attention, than the *Maryland* has ever since she left the United States; and I beleive my greatest enemies who has had any knowledge of my Situation, will do me the Justice to say the Same, yet with extreme pain I am forced to Say that I never met with the smallest object of my wishes; which However is no more I presume than you have had reason to expect from the great change since you first ordered the *Maryland* on that station; as the British being in possession of Surinam totally prevents there being any french cruizers on its coast — owing to their

having no place to vend their prizes, and it is impossible to get them into Cayenne owing to a Continual Strong Current Setting to leward which renders it extremely difficult for a Ship of War to beat to Windward — much more a Merchantman — However there are said to be some cruizers out of Cayenne, but they cruize on the Coast of Brazil, and to the Northward in the variable winds, so as to enable them to get sufficiently to the Eastward to gain Cayenne before they enter the trade winds.

The American trade to Surinam appears to be very inconsiderable at present, which is owing possibly to the numberless restrictions they have been laid under since the British have had possession (Molasses being the only Article an American can export from thence with any Safety, without being Subject to Seizure by British Men of War, as has been the Case in several instances — Indeed I am not able to say how far American property is safe after it passes through the hands of individuals of that Colony, or whether the Colony is subject to the Prince of Orange, and under the protection of the British crown as is held out to Strangers by both the parties; or whether it is a Conquest to the British crown, and a real British Colony — However, I believe the latter is most likely, or at least they intend to make it such.

I have the Honor to be

With the Utmost Respect

Sir Your Obed^t Humb^l Servt

JN^o RODGERS

Honbl^e BENJ^o STODDERT Esqr

Secretary of the Navy

[NDA, A. 8.]

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

UNITED STATES SHIP *Maryland*
at Sea in Latitude 30°15' & Longitude 71°10'
September 20th 1800

SIR On my Arrival at S^t Kitts I had the Portuguese Brig *Gloria da Mar*, a recapture by the *Maryland*, anchored at Bassatterre Road, and immediately proceeded with the *Maryland* to old Road for the purpose of watering, after which on my return to Bassatterre, M^r Clarkson the Agent inform^d me that the Court of Admiralty had Claimed the right, with reference to the laws of Nations, of determining the cause between the parties concerned in said vessel — Sir I presume you are well acquainted with the Interest the British Courts of Admiralty have in administering their laws in cases of like nature, therefore as an Apology in Vindication of my own conduct for not sending this Vessel to the United States — for the present I enclose you the letters between the Agent M^r Clarkson, and the Judge of that Court, and beg leave to decline saying any thing further on the Subject until I have the Honor of seeing you myself, which I shall take the earliest opportunity to do after my Arrival at Baltimore, as the Ship will want such repairs as I can better acquaint you of in person in a few Minutes than can be done by a Volume of letters.

The *Eagle* will want Coppering, her bottom being in a Miserable Condition, half her Copper being off.

Sir be pleased to drop me a line at Baltimore by my Arrival, Saying what Shall be done with the Ship *Aerial* and her crew, as I shall bring her on with me.

I have the Honor to be
With the Utmost Respect
Sir Your Obed^t Humble Serv^t

JN^o RODGERS

Honbl^e BENJⁿ STODDERT Esqr
Secretary of the Navy
[NDA, A. 8.]

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

United States Ship *Maryland*
at Sea in Latitude 30°15' & Longitude 71°10'
September 20th 1800.

SIR On the 9th of August I left Surinam with Seven Vessels under Convoy and steered for Berbice and Demerary, in order to collect such others as were ready to depart — at Berbice I found only two Vessels, Neither of which were ready for sea, and at Demerary where I arrived on the 13th found only four, Neither of which could be got ready until the 17th, at which Instant I sailed, the Convoy having increas'd to 12 in Number including the Prize Brig *Gloria da Mar* — the winds being far to the Northward of East, and several of the Vessels being dull Sailors, I was not able to weather the Islands; which being the case, I touch'd at Martinique on the 24th, to give such vessels as were ready an opportunity of Joining the Convoy, but I found the United States Brig *Eagle* there for that purpose; However as it was strengthening the Convoy, and I conceived could be attended with no inconvenience to the Service, I Joined both Convoys together, leaving Martinique on the 25th from whence we steered for S^t Kitts where we arrived on the 28th — by this time I found our Water and Provisions would not hold out, therefore I replenished those articles; and on the 31st of August departed from S^t Kitts with 35 Sail of Americans and a Number of English Vessels — On the 1st of September we arrived at S^t Thomas's, which place we should have left on the day following, but was prevented by many of the Vessels not being quite ready for Sea and the wind prevailing far to the Northward.

On the 3rd Instant which was the intended day for Sailing, we were forced into the Harbour of S^t Thomas's by an Hurican, for the particulars of which I beg leave to refer you to my Journal, which shall be forwarded immediately on my Arrival — after we had got into port the winds continued to the Southward until the 10th Instant, which prevented the fleet from getting out of port until that epoch, at which Instant we departed with the Convoy consisting of 52 Americans and several English Vessels

I have the Honor to be
With the Utmost Respect
Sir Your Obed^t Humb^o Serv^t

JN^o RODGERS

Honbl^e BENJⁿ STODDERT Esqr
Sec^y of the Navy
[NDA, A. 8.]

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

UNITED STATES SHIP *Maryland*,
at Sea in Latitude 30.15 and Longitude 71.10
September 20th 1800

SIR After I had dispatched the Convoy on the 12th of May last by which I wrote you, I made use of every exertion to gain my Station again as early as possible, but the winds prevailing far Southerly for a length of time, prevented my getting back so soon as I expected; However I arriv'd on the Coast, by the 12th of June, after which I cruized to Windward of Cayenne and Surinam until the first of July, without seeing or hearing of a Single Enemy — By this time our Water was entirely expended, which forced me to return to Surinam; at which place I arrived on the fourth, and immediately gave orders for watering and Victualling the Ship, but the latter articles being exceeding scarce, prevented me from getting so large a Supply as I could have wish'd

On the 9th of July the Schooner *Ranger* of Charleston (S C) Edward Easton Master, and belonging to Thomas Cave distiller of that place, with 62 slaves on board from the Coast of Africa, arrived in the River Surinam, after which of course she was to be considered within the Jurisdictional limits of that Colony; and in Consequence of my having been made acquainted with the Act passed by the Government of the United States on the 3rd day of May last for the further prevention of importing slaves in Vessels sailing under the American flag, and altho I had received no orders from you in addition to those previous to the late act of Government, yet I conceived it my duty to notice such Violence, agreeable to the Nature and intention of the law, particularly as I had reason to beleive that you had not been afforded an opportunity of sending me further instructions — in Consequence I requested of the Governor of the Colony to deliver over to me the above Schooner and Cargo, in order that I might proceed with her as the laws of the United States direct, to which request the Governor refused to Comply; after which I went to him in person and desired to know if he would order her out of the Colony (her admission into the same being Contrary to their laws) to which he also refused, saying that the Master of said Schooner had protested that the Vessel was not seaworthy — to this last evasive Supterfuge (my Conception of the meaning and intention of my Commission) prevented me from making any further observations than, that I conceived I ought to be the Judge whether She was Sea Worthy or not; altho I must be permitted to say I felt highly incensed at him as a protector of the inhuman Violators of the laws of the United States; and I have only to add that Governor Frederici has Coats of all Colours, and he will change as often as it is his Interest so to do — he is a Hollander by Birth, and principal with all the address, Intrigue and Artifice of a Frenchmen as he positively told me on the Arrival of the aforesaid Schooner, that if after Searching the laws relative to her situation (If he) found her delivery within the Jurisdiction of the Colony impracticable (he) would immediately order her out of Port,

However he did not comply with his word, but permitted the Slaves to be sold.

I have the Honor to be
With the Utmost Respect
Sir your Obed^t Humb^l Servant

JN^r RODGERS

Honbl^e Benj^r Stoddert Esqr
Secretary of the Navy

[NDA, A. 8.]

[20 September 1800]

List of the personnel of U. S. S. *Ganges* who died or were left at Hospital in Havana

The following is a list of those who died belonging to the U. S. ship *Ganges*, at and on the passage from the Havanna:

Robert M'Connell,	Midshipman
John Wood	do.
John Witherspoon	do.
John Rose	Boatswain's Mate
Thomas Derrick	Seaman
James M'Donnald	do.
Peter Rogers	O. S.
Samuel Green	do.
Edward Moore	do.
Dennis Quin	do.
Peter Lynn	do.
James M'Teely	do.
Robert Erwin	do.
Charles O'Neale	Marine
Philip Case	do.
John Anderson	do.
John M'Quire	do.
John Wagner	Boy
George Mullin	do.

JOHN MULLOWNY.

NEW CASTLE. 20th Sept. 1800.

N. B. The ship's crew is now in perfect health.

A list of Officers, &c., &c., left in the Hospital at Havanna, from the U. S. Ship *Ganges*:

Mr. Blame,	Midshipman
Mr. Hennessey	do.
Mr. M'Donnagh	do.
Dr. Jackways	Surgeon's Mate
Anthony Lima	Seaman
Michael Dougherty	O. S.
Michael M'Cullough	do.
Jedediah Allen	Fifer
John Benner	Marine
Dennis Kelly	do.

JOHN MULLOWNY.

NEW CASTLE, 20th Sept. 1800.

[LC, "Poulson's Daily Adv." (Philad.), 2 October 1800.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
N Dep^t 20 Sep^t [1800]

Master Command^t DAVID JEWETT
Sloop of War *Trumbull* New London

The enclosed copy of a Letter I have written to Mess^{rs} Howland & Allyn will render it unnecessary to repeat the same things to you. — I pray that you will suffer nothing to prevent your being ready to receive your sailing orders in one week after the receipt of this Letter — Have nothing done to your Ships, which may be done 4 mo. hence, — we shall want ships more in the Islands in 6 weeks than we shall again, as numbers will return by that time, — I am anxious therefore that you should get to Guadaloupe, if you remain there but a few weeks, you will have time enough when your crew is discharged for repairing.

I am &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t — 20th Sept. 1800.

Mess^{rs} HOWLAND & ALLYN

I hear that the *Trumbull* has arrived at New London — I am surprised that I have no letter from the Captain —

This ship I understand, wants caulking in her upper works — and a new Mast. — it is said too, her rigging wants over hawling —

I hope without waiting to hear from me, you have sett every thing in motion, to get her to sea again — Her Men have too long to serve to be discharged, and the expence of a full crew in port, is too great to admit of delay —

I pray you then, understand at once from Captain Jewett every thing he wants. let nothing be undertaken which can be delayed to be done four or five months hence. — Have every thing done with the utmost dispatch, which must be done — put provisions for four Months on board — and let not the Ship remain more than three weeks in port, from her first arrival, before she is ready, for orders. These shall be sent in one week from hence. — The Ship will proceed to the Guadaloupe station, and will take under her Convoy, any vessels ready for the Windward Islands, of which be pleased to give notice to the Merchants.

I have this day directed a remittance to be made you of 15,000\$, which will be more I presume than the *Trumbull* will require — but the *Connecticut* will soon be in. — If Captain Jewett requires it, three or four thousand doll^s may be advanced to the Purser, for the advances on acct^t of pay due, to the Officers & Men, or more, if more should be necessary —

If you cannot obtain at once the quantity of bread wanted, write to Mess^{rs} S — Higginson & Co — of Boston, who have bread on hand, to send you what is necessary —

I am &c

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

To John Caldwell & Company, Hartford, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 20th Sept^r 1800 —

JOHN CALDWELL & Co —

The Sloop of War *Trumbull* at New London, will proceed to sea again with the utmost dispatch, and will take under convoy, any vessels which may be ready for the Windward Islands. She will probably be ready for sea, in a week after you receive this letter —
I am & C

B — S —.

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy commanding, Saturday, 20 September 1800

These 24 hours begins with moderate breezes & pleasant weather, in C^o with the schooner from Charleston, to Port au Prince — At 4. the West end of Tortuda bore S. S. W. dist. 6 Leagues hauled upon a Wind to the North^d in chase of a sail — at 5 came up with the chase she proved to be a schooner from N. carolina bound to Jamaica at d^o took a reef in the F. T. sail $\frac{3}{4}$. past d^o filled away & stood to the West^d At 6. the West end of Tortuda bore S. by E. dist. 4. or 5. Leagues from 6. to 8. cloudy with Lightning At 7. Lowered the M. sail down & handed T. Gallt. sails—at $\frac{1}{2}$. past [7 ?] took a reef in the M. T. Sail — at $\frac{1}{2}$. past 10. P. M. hove too head to the S^d & E^d & Took a reef in the T. sail Fresh breezes & pleasant These 4 hours fresh breezes & cloudy $\frac{1}{2}$. past 12. saw a Brig on the Lee [Tack] wore ship to the N^d set M. sail & [bore] after her — at $\frac{1}{2}$. past 1. A. M. Lost sight of her at 3. d^o gave over chase, wore ship to the S^d & E^d — from 4. to 8. fresh breezes & cloudy at 7 A. M. bore away to the West^d $\frac{1}{2}$ past d^o Let a reef out of the F. T. Sail at 8. cape Nicholas bore S. E. $\frac{1}{2}$ S. dist. 8. or 9. Leagues. At 11. Saw a sail ahead made sail in chase. At Meridian cape [MS mutilated] bore S. E. by S. dist. 4. Leagues & from [MS mutilated] 5. or 6. miles. up all chests & bags & scrubbed the Orlop Deck. Carpenter employed about stock & people at sundries. Broached barr^l of Pork which proved to be fifteen pounds difficient of its due weight —

[NDA, original.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Saturday, 20 September 1800

* * * * * 6 AM set Top Gall^t Sails saw two sail in sight
8 AM spoke the Brig *Neptune* of Wiscassett Asia Dodge master from Greenoch Bound to Boston out 40 Days out Jolly Boat & supply'd them with fresh provisions

At $\frac{1}{2}$ past 10 AM made sail again and Served out Slops to the ships company * * * * *

Latitude Observed 41 45 N

Longitude 64 09 W

[H. E. Huntington L&AG.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 20 September 1800

First part Light Airs and fine Wea, At $\frac{1}{2}$ past Meridian Spoke the Sloop *S^t John* Manuel Master from Dominico to Martinico 9 Days out, Supplied them with a Cask of Water At 6 P M the South part of Gaudaloupe N E B E North end N N E Saints E N E $\frac{1}{2}$ E took in top Gal Sails and Spanker set the Mizzen At 9 Tkd to the Southd and East'd At $\frac{1}{2}$ past 12 A M Squally reefed the Mizzen top Sail At 2 A M Tack'd to the N^d & East'd At 5 Set the Main Sail Jib and Spanker At $\frac{1}{2}$ past 5 Saw a Sail to Windward Exchanged Signals She proved to be the United States Ship *John Adams* At $\frac{1}{2}$ past 7 Captⁿ Cross came on Board At 9 he returned made Sail and Tk'd to the South'd & East'd —

At Meridian South point of Dominico E S E $\frac{1}{2}$ E North End N E B E Prince Ruperts head E N E about 3 Leag's the Saints N B E —

Latt'd Obs'd 15.28 N.

[NDA, original.]

To Captain Edward Preble, U. S. Navy, from Masters of American Merchant Ships

S^t HELENA 21st Sept^r 1800

EDWARD PREBLE Esq^r

SIR We congratulate you on your safe arrival here and that so large a part of the Fleet has been able to join you after the severe gales we have all experienced round the Cape, it is with anxiety we look forward to the remainder of our passage, being late in the Season (with a Fleet who's progress will be slow) will bring us on a Winter's Coast, when our Men reduced with the Fevers of Batavia and a long passage, will be ill able to stand severe weather we must expect without a very favorable passage —

Of the fourteen Sail that left Batavia under your Convoy, Six of the most valuable are now in this Road, three have proceeded on their passage, One dismasted, the remaining four a very small proportion, we have reason to suppose, from the several Signals we have observed, of Vessels being seen off and not come in and being inform'd that British Vessels cannot pass without calling, that they must have passed the Island, —

Your orders and Instructions at Batavia we concieve to be well plan'd and waiting here twenty days an Object of some consequence to collect the Fleet, at that time we expected to make this port by 1st of this Month, shou'd then have had time to have gain'd our several destinations, & our cargoes disposed of (for a Market) before Winter —

The long passage we have experienced round the Cape has prolong'd the time more than we possibly cou'd have expected and the damages sustain'd by the different Vessels already arrived, we may conclude that the few missing if not already passed must have met with some accidents, or most certainly wou'd have been here before this time —

We therefore beg you to consider our situation our daily Expence here, and the late Season of our arrival at our destind ports, Every days detention may be of considerable consequence to our owners,

we therefore request you will hasten our departure as soon as possible —

Being confident from your attention and conduct hitherto to the Fleet, you have our Interest at Heart and that you will think with us that every day at this season, is more than a Week at any other — your complying as early as possible with our present request will confer an obligation on

Sir

Your Obedient Serv^t

JAMES JOSIAH [Master of the Ship *China*,]
MOSES BARNARD [Master of the Brig *Lydia*,]
ISAAC MCKIM [Owner of the Ship *Nancy*,]
BENJⁿ SMITH [Master of the Ship *Juno*.]

[LC, Mss. Div., EPP, Vol. III.]

[22 September 1800]

Extract from a letter from an Officer on board U. S. Sloop *Palapso*, to his friend in Philadelphia, Pa. concerning conditions at Curacao

On the 22d of September, we arrived off the island of Curacao. Having previously been informed that a French force of 16 vessels and fourteen hundred men from Guadaloup were besieging the city of Amsterdam in that island, we reconitered and discovered the privateers 15 in number, laying close under two forts, which we thought too strong for us to attack, having only the United States ship *Merrimack* to support us. At the same time, spoke the British frigate *Nereide*, who had the governor of Curacao, and the American Consul on board. The latter informed captain Geddes that the enemy intended to take the town by storm that night, and that to preserve the property of the American merchants afloat as well as ashore, it was his opinion one of our ships ought to run into the harbor in order to prevent the enemy's entering. At five in the evening we stood in, when the French opened a quick and well directed fire upon us from a fort of two 18, one 12, and two 9 pounders, within half pistol shot, and from the windows, roofs of the houses in the L'othra Banda, which was filled with the enemy's troops — who kept up a constant fire of musketry, which was as warmly returned from the cannons and muskets of the *Petapsco*; and those deluded people who escaped death, returned to their camps, but at intervals, engaged us all night, which we returned from our great guns. On the 23d they appeared to be more in motion than in common, but kept up a constant fire from their batteries, they embarked with great precipitation, leaving behind them eighty or an hundred men, all their guns, ammunition, provisions, &c. with pleasure I am enabled to state we had but two wounded, one of which was Mr. Calder — the loss on the part of the French is computed about 150, with one General Officer — We received considerable damage in our hull, rigging & sails. On the 24th the British frigate *Neriade* entered & hoisted the British flag agreeably to the capitulation entered into with the Governor previous to our arrival. All the American property is safe.

[LC, "Connecticut Journal" (New Haven, Conn.), 26 November 1800.]

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

[WASHINGTON, D. C.]
Navy Department 22nd Septem^r 1800

Copy

SIR Enclosed you will receive a number of charges against Lieu^t Maley, late Commander of the *Experiment* and his answers —

The want of the necessary witnesses makes it difficult to try him by a Court Martial, I wish you would examine these papers and Lieu^t Maley, particularly on the 3rd charge of M^r Roche. I mean for his conduct towards the small Vessel & passengers flying from the territory of Rigaud on the approach [of] Touissaint's Army.

If I understand Lieu^t Maley rightly, his own defence is sufficient to condemn him — What he permitted to be done by his Officers, he did himself, for it was in his power to restrain them — I fear this will turn out to be an infamous transaction, and disgraceful to our Navy, but I will not be precipitate in my Judgment — I may not understand L^t Maley

After Making yourself acquainted with the circumstances of this case — I request you will let me know your opinion, whether the President should not exercise his power of dismissing this Officer from the service, without the formality of a Court Martial —

You will be pleased after you have done with it, to return Lieu^t Maley's defence — I have kept no copy of it.

I have the honor to be

Sir

Y^r Mo ob Serv^t

Sign'd, B. STODDERT

Cap^t RICHARD DALE
Philad^a

[See document dated 27 August 1800.]

[NDA. NO, Vol. 1, and OSW, Vol. 4.]

[22 September 1800]

[Enclosure]

Charges made against Lieutenant William Maley, U. S. Navy, by Midshipman John Roche, U. S. Navy

John Roche Midshipman charges Lieu^t Maley of the *Experiment* with

- 1st Drunkenness
- 2^d Challenging Lieu^t Boss —
- 3 Holding an auction board the *Experiment* of some goods & C, which he took out of a Prize — alias plundering a Boat with defenceless Women & children,
- 4th Capturing a Vessel under British Colours, giving a certificate that the *Exp^t* was His Magestys "Sch^r Lark"
- 5th Suffered the Capt^o to ransom the vessel for 300 —
- 6th Putting a Man named Flemming on Board a vessel as prize master, who was rendered infamous by stealing sails —

7th Leaving Vessel and going on shore at Jacquemel, much intoxicated there —

8th The Sailing Master of an English Privateer was intrusted by Maley with the charge of a Sch^r worth 25,000 doll^r — which he run off with, and has never been heard of —

[See letter to Secretary of the Navy from Lieutenant Maley dated 27 August 1800.]

[NDA. NO, Vol. 1.]

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

UNITED STATES SHIP *President*
off *Nevis* 22^d Sept^r 1800

DEAR CLARKSON I left New York the 5 instant to command y^e squadron on this Station have had some bad weather, and have done Nothing as yet except the making of one recapture An english ship called *Ruth* from Martinico for Newfoundland taken by a french privateer in Lat^d 25° N & Long^d 63° W. I left your little daughter polly well some days after her arrival, she is now near Philadelp^a give my best respects to M^rs Clarkson &c I shall see you soon, mean time take care of my recapture.

I am told your Judge at Nevis says we are intitled to the whole of a recapture. I dont believe in this doctrine myself, but if he takes the whole for your Men of war, Surely I am equally intitled

In great haste adieu

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Lieutenant Henry Caldwell, U. S. Marine Corps, from Lieutenant Colonel
Commandant William W. Burrows, U. S. Marine Corps

CAMP AT WASHINGⁿ Sept^r 22^d 1800

L^t HENRY CALDWELL

SIR, When I answer'd your Letter I did not Know what Injuries you had received on board the *Trumbull*; as you did not inform me. Yesterday the Secretary told me, that he understood one of the Lieutenants of the Navy had struck you. I lament that the Cap^t of y^r Ship cannot Keep Order on board of her. It would be proper that all of you who feel injur'd should draw up a spirited Address to the Secretary of the Navy, request^r a Court Martial, that if the Fellow deserves it, he may be discharg'd the Navy. As to yourself I can only say, that a Blow ought never to be forgiven, and without you wipe away this Insult offer'd to the Marine Corps, you cannot expect to join our Officers.

I have permitted you to leave the Ship, after settling the pay of the Marines &c that you may be on an equal Footing with the Captain, or any one who dare insult you, or the Corps.

I have wrote to Cap^t Carmick, who is at Boston to call on you & be your Friend. He is a Man of Spirit, and will take care of you, but don't let me see you 'till you have wip'd away this Disgrace. It is my Duty to support my Officers and I will do it with my Life, but they must deserve it. — On board the *Ganges*, about 12 Mo^o ago, L^t Gale, was struck by an Officer of the Navy, the Cap^t took no notice of the Business and Gale got no satisfaction on the Cruise:

the moment he arrived he call'd the Lieu^t out, and shot him; afterwards Politeness was restor'd.

I expect you will receive by this Post 1200\$ remitted you by the Treasurer of the U. States.

Y^r obed^t Ser^t

W W B
L^t C. C

M. C

[MCA,LS,1800-1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 22 September 1800

First part Moderate Breezes & pleas^t Weather At 2 Tk'd to the S^o & East'd Saw 9 Sail off the West end of Martinico Supposed to be a British Fleet out of Port Royal Set top Gal Sails and stood towards them At 3 P M Tkd to the N^o & West'd At $\frac{1}{2}$ past 4 made Signals to the *John Adams* At 5 Spoke her Captⁿ Cross came on Board At $\frac{1}{2}$ past 5 he returned At 6 the South end of Dominico N E B E 3 Leag's Prince Ruperts head N B E $\frac{1}{4}$ E At $\frac{1}{4}$ past 6 Bore away to the N^o & Westd the *John Adams* in Co, At Midnight moderate At Daylight sev^t Sail in Sight made Sail and gave Chace ahead At $\frac{1}{2}$ past 5 hauld up N $\frac{1}{2}$ W At 6 A M the North end of Dominico E B N the Saints N E B N and the Southernmost point of Gaudaloupe N N E $\frac{1}{2}$ E ab^t 5 or 6 Leag's At 7 Exchanged Signals with a British Ship At Meridian the West end of Gaudaloupe N N E 6 or 7 Leag's the *John Adams* in Co, This Day put all hands on an allowance of two thirds ration of Bread

Latt'd Obs'd 15.47 N.

[NDA, original.]

To Marquis De Somormlas, Governor of Cuba, from Captain Alexander Murray,
U. S. Navy

U STATES FRIGATE *Constellation*,
Sep^r 23^d 1800

SIR I am sorry to intrude upon your Excellency, but my Officers having informed me of the very polite and friendly manner in which you have noticed a gross indignity offered me by a low, & contemptible fellow, (a Frenchman who commands a privateer now in port) and I beg your Excellency to receive my most cordial acknowledgements of the favor confered upon me as an Officer of the U States especially being confident that the insult was unmerited —

The Admirals' having honor'd me with a visit, no possible mark of attention that was in my power to pay them was omitted, more especially, as I have received from them, the most unbounded tokens of civility, & politeness, which shall ever be acknowledged by a grateful heart, hence arose the cause of this unwarrantable insult, all the world knows that in dressing a ship with colours, if at war with any particular Nation, that Nation hath no right to expect their colours ranged in the same dignified order with friendly powers, & it is an invariable custom to place them under others, & indeed, frequently in

a more degraded station than the French flag was yesterday placed, that is under the bowsprit —

To elucidate this kind of Etiquette, and to shew that frenchmen are not very scrupalous in shewing their contempt to us; when I was cruising last Sep^r in the Bay of Cadiz for the protection of the American Commerce, in the *Insurgente* Frigate, I stood in close under the fortifications of the City, when I saw two french Corvettes, fully mann'd and ready for sea, they in derision to me dress'd their ships, and placed the American flag under their bowsprits, which I view'd with the contempt it deserved —

I have already tresspass'd too long upon your Excellency with this detail, but as I am overwhelm'd with gratitude for your politeness, I hope it will plead my apology, & with the highest consideration & respect,

I have the Honour to be

Your Excellency's Most Ob^t

Hum: Sev^t

[NDA. A. Murray's LB, 1799–1805.]

To Captain Alexander Murray, U. S. Navy, from Lieutenant Charles C. Russell,
U. S. Navy

U S SHIP OF WAR *Herald*, AT SEA —

23rd Sept^r 1800

SIR Agreeable to the Orders I receivd from you on the 3rd Ins^t I sail'd with the *Herald* on the 7th, the weather being bad could not get to Sea before, After coming out with 3 vessells under convoy I met with three more from the Bight, with valuable cargoes bound to America, with these Six I endeavour'd to make the best of my way thro the Caycos passage, but to my great Disappointment was detain'd with this Fleet ten Days for want of wind, and Oblig'd to go thro the Mayguana passage — After which in the Latt^o of 23 with a fair wind, and no strange sail in sight; I left them with an intention to perform the remaining part of your Orders but finding it impossible to gain my station at the time expected — the wind blowing from E.S.E to E.N.E, and the current setting to Leeward — and the reasonable time allowed for the Discharge of the Men which will be in 25 Days from this Day — the Main Mast so Rotten that I expect to loose it the first Gale of wind, the Rigging and Sails not being very good — taking the Season of the Year into Consideration, and the little progress I had made in getting to windward, that on the 21st Ins^t Turks Is^d bearing South 48 Leagues — I bore away for the Caycos passage — it must have taken me all this Month to have got on the station I hope Sir that after viewing the above circumstances — my conduct will meet your approbation

I have the Honor to be

Sir

Your Hble Serv^t

CHARLES C RUSSELL

ALEX^t MURRAY Esq^t

U S. Frigate *Constellation* —

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

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

[WASHINGTON, D. C.]
Nav. Dep. 23rd Sept^r 1800

Cap JA^s BARRON
Hampton [Virginia]

SIR, I am honored with your's of the 18th ins.

The *Warren* contrary to my expectations when I last wrote you, has arrived at Boston.

You will therefore immediately proceed to Boston & assume the command of this Vessel

I have the honor &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Dept — 23^d Sept^r 1800

Mess^{rs} GIBBS & CHANNING

I am honoured with your letter of the 13th Inst —

There being an absolute necessity for some place to be provided at New Port for the reception of sick Seamen of the Navy, I have the honor to request, that you will as soon as may be, have a slight building for an Hospital erected on the public ground — to cost as little as possible, — but on no acc^t to exceed 4000 doll^s

The Secretary at War will write to the Commanding Officer at New Port, to permit this erection — on the Public ground — and the building may be useful for other Seamen, when not wanted for those of the Navy. M^r Ellery had better be consulted as to the place —

I am &c

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

To Aaron Putnam, Charlestown, Mass., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 23^d Sept^r 1800 —

AARON PUTNAM, Esq^r

I have consulted M^r Dexter, respecting the Ground contemplated for a Navy and Dock Yard in Charlestown, and he is of opinion that making the street in front of your house — the line will enclose ground of sufficient elevation and distance from the Water to answer all the purposes for which it is intended. Be pleased therefore to make the purchase accordingly, making the Street the line, without interfering with the property above it with which the proprietors seem so averse to parting —

I am &c

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

378 NAVAL OPERATIONS; JUNE 1800–NOVEMBER 1800

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Tuesday, 23 September 1800

* * * * * * *

1 pm saw a sail standing to the N^w & W^w made sail & gave chase
 7 pm came up with her spoke her prov'd to be the Brig *Neptune* of
 Philadelphia John Kelley master bound to Amsterdam loaden with
 Coffe & Tobacco owners M^r R Willcocks out 11 Days — * * * * *
 Latitude Observed 39° 12' N.

[H. E. Huntington L&AG.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tues-
 day, 23 September 1800

First part pleasant Breezes All Sail Set in Chace the *John Adams*
 in Co, —

At 6 P M Monserrat bore N B E the North end of Gaudaloupe
 N E B E ½ E the South end E ½ S At 8 P M brought the Chace too
 She proved to be the Brig *Orion* of Portsmouth from Tobago 3 Days
 out bound to Boston James Holmes Master At 9 Wore Ship and
 stood to the South'd and East'd —

At ½ past 3 A M Light Airs from the Westd Wore Ship to the North'd
 At 6 A M Saw a Ship bearing N N W —

At 9 Exchanged Signals She proved to be the United States Frigate
President Commodore Truxton At 10 he made a Signal for the
 Captains to go on Board hoisted the Barge out the Captain went on
 Board This Day put all hands on allowance of one Gal of Water
 per Day

Latt'd Obs'd 16.10 N.

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy,
 commanding, Tuesday, 23 September 1800

Fresh Breezes & Squally.

At 1 P. M. the S. E. point of Nevis Island bore S. W. By W.

At 5. P. M. Sent the Prize into S^t Kitts.

At 4. AM. The island Montserrat bore N N E. distant six Leagues,
 from which I correct my Longitude.

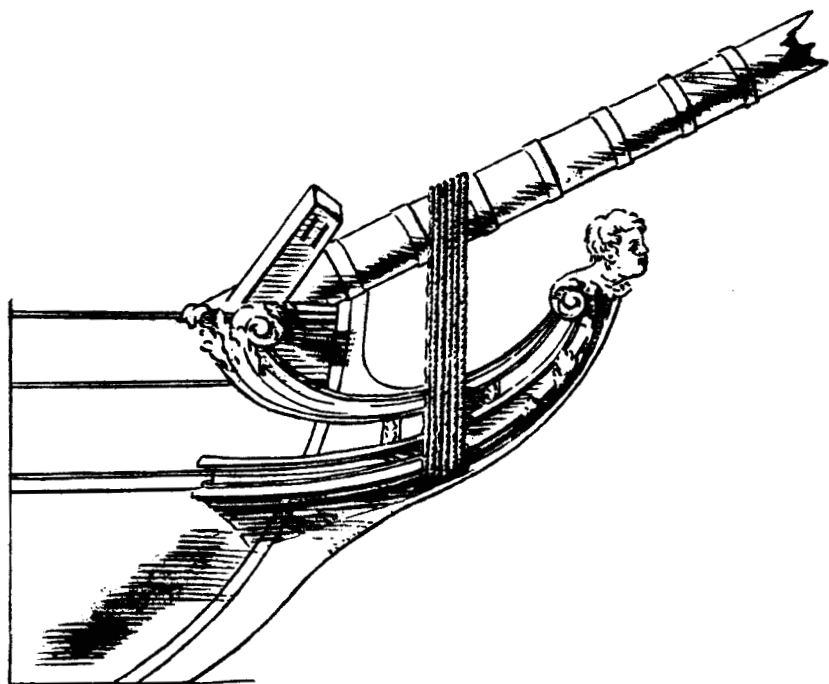
At 6 AM. saw two Sail bearing S. S. E. Gave Chase.

At ½ past 10. came up with the Chase. One of them proved to be
 the U. S. Frigate *Philadelphia* Capt Decatur; the other the Ship
John Adams Capt. Cross, both on a Cruize. Capt Decatur & Captain
 Cross came on board.

Latitude Account 16°02' N.

Longitude Account 61°58' W.

[J. Sawyer Col., Portsmouth, N. H.]



FIGUREHEAD OF THE FRENCH FRIGATE LE BERCEAU.

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 24 Sep 1800

Master Comm^t J. A. SPOTSWOOD

SIR, Presuming that the *Delaware* is prepared in all material respects, I have the honor to direct that you proceed to the Havanna, & cruise in the Vicinity of that place, for the protection of our commerce & the destruction of Enemy Vessels, until further orders.

All American Vessels which you may recapture must if practicable be sent to the Ports in the U States to which they belong, unless you can bargain with the Captain or owner on board for Salvage — which you should do in all cases if possible, & avoid putting the Vessels out of their voyage.

When applied to for convoy you will consider, whether in granting it you do not expose a greater number of Vessels to capture by leaving the Station — & be governed by your own judgment without any regard to the clamors & complaints of Individuals, who might be willing to sacrifice the whole American commerce for the security of their own Vessels; but in all cases where it is proper, keeping in view the general safety of our commerce with the Havanna, Convoy must be afforded.

Your own good sense and ambition will point out to you the necessity of keeping constantly cruising — at least of going into Port as seldom as possible — This will insure reputation to yourself & health to your crew.

Having already provided you with all the necessary Instructions for the general government of your conduct on a cruise, I have only now to add my best wishes for your success

I have the honor to be
 Sir, your mo ob hb S^t

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Nav Dep 24 Sept^r 1800

Cap^t RICH^d DERBY
Salem.

SIR, I fear you will think me very whimsical at least. I cannot now go into the reasons for my contradictory orders. On receipt of this, I must request you will immediately repair to New Port & wait there for further orders. I am in hopes you may arrive there in time to assist in a Court of Enquiry on the conduct of Cap Perry at any rate in time to take command of the *Gen^l Greene*, should it be necessary to suspend the present Commander.

I have the honor to be
 with great respect
 Sir, y^r mo ob^t S^t

Copy of this sent to Newport Rhode Island

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Nav Dep 24 Sept^r 1800

Cap^t RICHARD DALE

Phila^a

SIR, It is necessary that there should be a Court of Enquiry on the conduct of Cap Perry, of the *Gen^l Greene*, in his last cruise — and Cap^t Perry being an officer of high rank, I want to give as much solemnity as possible to the enquiry.

I have the honor therefore to request, that you will as early as convenient proceed to Newport R I, & there sit as President of a Court of Enquiry, to consist of three officers, Captains in the Navy, if two other Captains can be obtained — whom you are to summon — Cap^t Mulloyny is at New Castle — I have written to Cap Derby at Salem, to meet you at Newport — but you had best not rely on him, if to be avoided — Cap Robinson, I presume, will be too near sailing in the *Adams*, to admit of his leaving New York. If you can do no better, you may summon one Lieutenant — or if this should be very inconvenient — the Court may consist of only two Members & a Judge Advocate, whom you will appoint at Newport — A Lawyer of character should be selected for this purpose.

The charges against Cap^t Perry, are, — [*]

By the articles for the government of the Navy, Courts of Enquiry are to state facts & not to give their opinions, unless required to do so by the order for convening the Court. In the present case, I must request the opinions of the Court, on the Facts.

I have the honor to be,
with great respect &c

[P. S.] I have enclosed a long List of charges against Cap^t Perry by Simeon Martin & Jos Boss, two Mids^z; but nearly the whole of them are comprehended under the 3rd charge, of cruel treatment &c of the Mids^z. I do not mean to extract any charge against Cap Perry out of this statement. You can examine into such of the Facts as you judge proper, under the 3rd charge against Cap^t Perry. I should probably have withheld this paper had it not have been for the 31st article contained in it which you will attend to, in your enquiry respecting the conduct of Cap Perry towards the Danish schooner.

I am &c

[*See document dated 13 October 1800.]

[NDA. OSW, Vol. 4, 1800–1801.]

[24 September 1800]

Affidavit from Salem Custom House Records, 1800

I Josiah Obear, late master of the Ship *Betsey* of Salem, do swear that the said Ship was as I verily believe, registered according to Law, by the Collector of Salem and Beverly, and a Certificate thereof granted which Certificate was taken from me and detained at Cayenne, at the Capture of said Ship by the Ship *Bergerce*, Capt. Burdittion, of Cayenne where she was carried and condemned. — And that if the

Register is ever again in my power I will deliver it to the Coll^r of the District in which it was granted.

So help me God.

JOSIAH OBEAR.

Sworn Sept. 24 1800

Before JOS. HILLER Coll^r

[Essex Inst., Salem, Mass.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 24 September 1800

First part light Airs and pleas^t Weather

At ½ past 2 P M the Captain returned from on Board the Commodore Wore Ship and made Sail for the *Connecticut* as p^t Column Captⁿ Tryon came on Board —

At 6 P M the South end of Gaudaloupe East the North end N E ½ E and Monserrat North At 8 Tack'd Ship to the North'd and East'd At ½ past 8 Cloudy took in top Gal Sails — At 10 Tk'd to the S^d and East'd At ½ past 11 Tkd to the N^d & East'd —

At Midnight Tk'd to the South'd

At ½ past 5 A M Set top Gal Sails At 6 Saw a Schooner on our Wea' Bow Set the Spanker and Stay Sails Saw the *President* under the Lee of the Saints At 11 A M gave the Schooner a Gun and brought her too — Employ'd Unbending top Gal Sails & Main S^t &^c to repair & Bent New ones, At Meridian light Airs and Sultry Weather the South end of Dominico E by S Dist about 8 Leagues

Latt'd Obs'd 15.15 N.

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 24 September 1800

Begin with clear & pleasant.

At 1 P. M double reefed Top Sails.

At 6 AM. Two Sail in sight; one bearing S S.E; the other bearing S. E By E.

Out all reefs, & gave Chase. At ½ past 8. being within Shot, gave her a Bow Gun. At 9 fired two Guns at her, at which she rounded too. She proved to be the English Sloop *Mary Ann* from S^t Bartholomews bound to S^t Lucia, out 4 Days; had seen nothing.

At Meridian, Squally with Rain.

Latitude Observed 15° 23' N.

Longitude Observed 61° 40' W.

[J. Sawyer Col., Portsmouth, N. H.]

To Secretary of the Navy from President John Adams

QUINCY Sept 25th 1800

DEAR SIR I have received your favor of the 15th Privateers manned by Spaniards with French commissions are intollerable. Remonstrances ought to be made to the Spanish governors & to the Court of Madrid in a serious tone. — The *Warren* is arrived in Nantaskett

Road, but I have nothing from any officer. The Captain, Col. Pickerings nephew, Newman is dead. I know not the character of the ship.

If our ships lye in harbor or suffer their people to make frolicks on shore, they infallibly take fevers. The least debauchery or even intemperance on shore, never fails to give them fevers & they have not prudence or fortitude enough to keep out of bad houses & vicious courses if they are allowed to sleep one night on shoar. I am extremely sorry to learn the indisposition of Mr. Dexter but hope your next will inform me of his health.

Very respectfully,

SEC OF THE NAVY

[NDA photostat.]

To Captain James Sever, U. S. Navy, from Lieutenant James P. Watson, U. S. Navy

Nº 4

U. S. FRIGATE *Congress* September 25th 1800

SIR I have received yours of this date & have minutely Observed the contents, & not Knowing myself culpable of any misconduct shall request the favor of you to Exhibit at full Length the charges against me, So that I may be prepared to answer them when calld upon, having wrote the Secretary of the Navy on the Subject Per the *Constellation* — I shall avail myself of the permission you have given me in returning home to the U. S. understanding that the U. S. Sloop of ware *Herold* is going home imedetley and that some of hir Lieutenants are Sick Shall with pleasur do my duty in that Ship if required Untill She gets home but if it is not requi[r]ed I shall Embr[a]ce the first oppertunity from the Cap. — I am Sir with

Respect your O. H. S^t

JAMES P. WATSON

JAMES SEVER Esquire

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

To General Alexander Hamilton, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 25th Sep^r 1800.

General HAMILTON

I have directed Captain Dale, to repair to New Port, to act as President of a Court of enquiry on the conduct of Capt^a Perry, as well in relation to the Danish Schooner captured thro' his means, as some other matters —

Had it been practicable, to have spared a sufficient number of Officers to have formed a Court Martial, that course would have been pursued in preference.

Perhaps some of the persons interested in the Danish Vessel may wish to attend the enquiry — it is on that account, that I trouble you with this letter —

I have seen Captain Perry, and have heard his relation of the affair with the Danish Schooner — I rather believe it will appear that he

rec^d the coffee from Gen^l Toussant, for the use of his crew, for the service rendered by the *Gen^l Green* in the war with Rigaud — and not for aiding in the capture of the Danish Schooner. — But I fear his conduct towards that Vessel cannot be justified —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 25 September 1800

First part pleas^t Weather in Chace —

At 1 P M Boarded the Schooner *Samuel Tredwell* of Edinton N, C, from Martinico to S^t Kitts Ja^s Williams Master At ½ past 1 Squally took in top Gal Sails and haul'd the Courses up and took 2 reefs in the topsails At 2 P M Set the Main and fore Sail haul'd out the Mizzen At ½ past 3 Tk'd to the S^d & W^d and Exchanged Signals with a British Ship — At 6 P. M. the North end of Dominico N E B E ¼ E

At ½ past 4 A M Tk'd to the N^d & E^d At ½ past 6 let one reef out of the topsails and Set top Gal Sails At 8 Exchanged Signals with the *President* At 9 Tk'd to the S^d & E^d Set flying Jib and Spanker At 10 Tk'd to the N^d & E^d

At Meridian the South end of Dominico bore E N E dist ab^t 10 Leagues, Employed filling Salt Water to Trim Ship Carpenters Employ'd Caulking the Orlop Deck —

Latt'd Obs'd 14.59 N.

[NDA, original.]

Extract from logbook of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 25 September 1800

First part of these 24 Hours Squally

At 4 P. M. North part of Dominica bore E. N E. distant [space] Leagues.

At Daylight Saw a Sail ahead; set Main Sail, took out two Reefs in Top Sails, & set Top Gall^t Sails.

At 8. Exchanged Signals with the above Sail, which was an American Cruizer, supposed the *Philadelphia*.

At 9. Tacked Ship, head to the Northward and Eastward.

At Meridian Clear & pleasant

Latitude Observed 15° 08' N.

[J. Sawyer Col., Portsmouth, N. H.]

To General James Wilkinson, U. S. Army, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 26th Sept^r 1800.

General JAMES WILKINSON

There are about 140 French prisoners at New London — It is proposed to keep them a few days on board of a hulk of a vessel, to be placed under the Guns of Fort Wolcott. During the time they

so remain, a Guard may be necessary. I have therefore the honor to request that you will be pleased to direct the Commanding Officer at New London, to furnish the necessary guard.

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Friday, 26 September 1800

This 24 hours begins fresh Breezes & clear 3 pm saw a sail standing to y^e N East wore ship made sail and gave chase cross Top Gall^{ies} yards —

6 pm Fired a Bough gun & brot her too sent the Boat on board she proved to be the Ship *Black River* of N. York from S^t Bartholmews bound to S^t Sebastin Loaded with sugar Coffe and Cotton belonging to John Newell & C^o, was Convoy'd out by the U, S, Ship *Baltimore* Cap^{tn} Cowper — * * * * *

Latitude Observed 37° 06" N.

[H. E. Huntington L&AG.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 26 September 1800

[At anchor off St. Helena] Moderate weather, Winds variable At 8 fired a gun and made Signal N^o 1. Unmoored Ship. Rec^d 7 teirces of Salt Provisions — At 10 hove up Anchor, made Signal for the fleet to get under way and fired a gun. hoisted in boats. M^r Brown return'd on board. Joseph Shed went on board the *Sally* Jn^o Beard and Moses Hanman [or Hariman] returnd

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 26 September 1800

First part of these 24 hours Light Airs At ½ past 2 P M Boarded the Brig *Argus* of Portland from Trinadad Bound to Portland 4 Day out Thomas Wilson Master Wore Ship to the N^e & E^e At 6 the South point of ——— bore N N E ¼ E At 8 Set the fore top Gal S^{ls} At 9 took in top Gal Sails Main Sail & Spanker Set the Mizzen and Tack'd Ship to the S^e & East'd

At Midnight Dark Squally Weather took in and made Sail Occasionally At ½ past 3 A M Set the Main Sail Jib and Mizzen —

At ½ past 5 Saw a Sail to Windward made Sail and gave Chace At ½ past 7 came up with the Chace She proved to be the Brig *Neptune* Captⁿ Barnes from Trinadad bound to Salem 5 Days out Sent the Surgeon on Board to Visit a Sick Man At 8 made Sail to the North'd and East'd —

At Meridian the South end of Gaudaloupe N N E the Saints N N E ¾ E and the South end of Dominico E B S

Latt'd Obs'd 15.26 N.

[NDA, original.]

To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 27th Sept^r 1800.

HOWLAND & ALLYN

Captain Jewett left this place this morning, and I presume will get to New London, as soon as this letter —

On this day week, I shall send his sailing orders — to repair to the Windward Islands, and to take under convoy all vessels ready — please to repeat the notice to the Merchants who may be interested —

Please to charter immediately, and have her ready to go under Convoy of the *Trumbull*, a Vessel to carry one thousand or twelve hundred and load her with the articles at foot; have the bills of lading filled up, deliverable to the Commanding Officer of the American Squadron rendezvousing at S^t Kitts — or to the Navy Agent at that place — This provision is intended for our vessels at S^t Kitts, and in that vicinity —

There are 600 bbls beef, and the same quantity of Pork belonging to the Navy in the hands of Mess^{rs} Gibbs & Channing — Judge at once whether it will best for you to send for what you want of these articles, or to purchase at New London — You must send none but the very best — I fear you may find bread a difficult article. If necessary send at once to Mess^{rs} James & Ebenz^r Watson, for the quantity. I say nothing about the freight of the Vessel, If agreeable to the Owner or Owners, you may pay the freight here and in ready Money, deducting 5 p^r Cent for Insurance —

I am &C
B — S —

Bbls —
150 beef —
150 Pork
600 Bread —
40 Rice — or 80 C^t
40 Meal Kiln dried
20 Flour
100 Potatoes. 320 Bushels
50 Beans & Peas — 180 “ both or either
25 Vinegar — 750 Gallons —

1175 Total

If the Vessel will hold more, make up to the amount of 1200 Barrels of the lighter articles — say Bread, Meal, Rice &^r

[NDA. GLB, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Dept — 27th Sept^r 1800

S. HIGGINSON & Co

The *Warren* was ordered to remain on Havanna Station to protect our Commerce Contrary to orders & contrary to duty, the Captain went to Vera Cruz, on the suggestion I believe of the Consul at the

Havanna — on the pretence of going after American money. I have little doubt he went after Spanish money also. and it is lately said, he received goods belonging to the Consul. The Captain has escaped the enquiry intended to have been made. It is not easy to calculate the mischief which may be produced by such conduct. The transportation of money belonging to our Citizens in our Public ships will be rendered more difficult, if no other evil should result —

Will you be so good as to make enquiry of Lieut^t Strout, and the other Officers of the *Warren*, into this transaction. I want to know the real object of the Voyage to Vera Cruz, — and what concern the consul had in it — and particularly whether the Ship carried any goods and what goods. to whom belonging and whether they were received thro' the Agency of the Consul.

Please to be particular and communicate to me, as early as you can —

I am & C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

To General Samuel Smith, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 27th Sept^r 1800 —

Gen^l SAMUEL SMITH

The *Warren* was ordered to remain in the vicinity of the Havanna, to protect our trade, until further orders — Contrary to orders, & contrary to duty, the Captain leaving no vessel on that station, and of course our Commerce exposed, went to Vera Cruz, principally, I believe, on the suggestion of the Consul — under the pretence of going for money belonging to American Citizens. — I always imagined more money was to be brought besides American money. — and I have always lamented the death of the Captain, before he could be dismissed the service —

That this unauthorised transaction will render more difficult the transportation of the money of our Citizens in our public ships, I have no doubt —

To have dismissed the Captain, as he deserved, would have been useful, as well as proper — The Consul should answer for his conduct. — I want evidence respecting him — Will you give me in *Confidence* a clue if you can, to direct my enquiries — If indeed, it be true, that the *Warren* received Goods thro' this mans means a mere dismissal from office would not be full Justice —

I have some time since, made a representation of what I knew of this Man's Conduct, in this affair — He has been expected here — I now say no more

I am & C

B S —

I wish you would let me know, all you know quickly —

[NDA. GLB, Vol. 4, 1800–1801.]

To Henry Hammond, offered position of Navy Agent, Cape Francois from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Depart^t 27th Sep^r 1800

SIR I have the honor to request that you will please to take upon yourself the business of Navy Agent at Cape Francois.

The sole business of a Navy Agent is to receive the supplies sent from the United States for our Ships of War, and to distribute them to the different Vessels, under the direction of the Commanding Officer on the station, when he chooses to interfere. And to furnish other supplies which may be required by the Commanders, for which the Agent is to charge as his only compensation 5 p^t Cent Commission, taking the Bills of the Captains on me for his reimbursement, the Bills to be taken at the real exchange. The Agent is neither to loose or gain by the Exchange. He is to charge storage for Provisions received and stored, and any expence he is subjected to on that account. On these principles I pray that you will be good enough to settle on behalf of the United States, the Accounts of M^r Levy, for his past transactions, receiving from him any money which may remain in his hands, from the sum remitted to him, which was 5000 Dollars, and also for the difference he has retained, as he says to be determined by me whether belonging to himself or the United States, between the real exchange on the United States, when he received the Captains drafts, and Par at which he credited them.

This Gentleman an old Acquaintance of mine, whom I wished to serve, has taken such freedoms with my Name, as to render his removal necessary, even if his conduct in other respects had been unexceptionable.

I wish him however to be treated with as much delicacy, as circumstances will permit. He may have had doubts, whether he was not entitled to what he could make by the exchange. Had he lost by the exchange, he would not have had doubts — but he is not a Man of business, and as he did not conceal the circumstances of gaining by the exchange, his head only may have been to blame.

Should this Agency be disagreeable to you, still I must request that you will for the present take it upon yourself, and as soon as I hear that it is disagreeable, I will appoint some other person.

In commencing your Accounts, you may credit whatever sum you receive from M^r Levy, and remit to me the Captains drafts for the supplies — Afterwards you can dispose of the drafts, or pursue that course, which your own convenience may dictate

I have the honor to be

Sir

Your Obed^t Serv^t

P S. You have enclosed a letter for M^r Levy, please to put a seal in it, and deliver it, keeping a Copy yourself —

H HAMMOND Esq^r

[NDA. GLB, Vol. 4, 1800-1801.]

To Nathan Levy, Navy Agent, Cape Francois, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 27th Sept^r 1800 —

NATHAN LEVY Esq^r

M^r Hammond the Consul at Cape Francois, is appointed Navy Agent, to him you will deliver any articles you have on hand belonging to the Public, and with him you will settle your Accounts for your past transactions —

I have charged M^r Hammond particularly to attend to the exchange. You must refund to him, all that you have retained in your hands, for the sales of the Captain's drafts, beyond the payment to yourself. I mean the difference between par — and the real exchange.

Your own reflections on your conduct — and on your improper and unauthorised freedom with my name, will suggest to you, sufficient reasons for the step I now take — I have written to the Commanding Officer at Cape Francois to give you a passage in any of the Public ships returning to the United States, should it be your desire to return —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*. Captain Edward Preble, U. S. Navy, commanding, Saturday, 27 September 1800

Moderate breezes and fine weather Seven Sail in Company Vizt —

Ship <i>Jn^s Buckley</i>	A. Stockley
" <i>China</i>	J. Josiah
" <i>Nancy</i>	Geo. Hobbs
" <i>Juno</i>	B ^s Smith
Brig <i>Lydia</i>	Mo. Barnard
" <i>Sally</i>	St ^p Hall
" <i>Exchange</i>	Ben. Webb

At 3 James Town bore SSE $\frac{1}{2}$ E 7 m^s made Signal 80, ans^d At 5 N^s 14 ans^d Shewd a top light. At 7 made Signal 10, ans^d hove too on the St^d tack At 8 wore Ship and made Sail to speak the *Exchange*. took her in tow, and bore away NNW. At 10 Signal 35 ans^d

Lat. Observed 14.41 S

Longitude in 6.51 W

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*. Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 27 September 1800

First part of these 24 hours Light Airs and Cloudy Weather Inclined to Calm, Saw the *President* Commodore Truxton in Chace of a Schooner, he fired sev^l Guns at her — At 5 P M Set the flying Jib top Gal Sails and Middle Stay Sail At 6 Saw the *President* back her Main top Sail haveing brought the Schooner too, the Saints Bore

N E B N North End of Dominico E N E $\frac{1}{2}$ N and the South end E B S At $\frac{1}{2}$ past 9 took in top Gal Sails At 10 Squally took in and made Sail Occasionally

At $\frac{1}{2}$ past 2 A M haul'd the Main Sail up and Tack'd to the North'd and East'd At 6 the North End of Dominico bore N E B N the North end of Martinico E $\frac{1}{2}$ S, At 10 A M Set top Gal Sails Employed Bending Cables

At Meridian Scotch Manshead S E $\frac{1}{2}$ E North point N E B N the Saints North

Latt'd Obs'd 15.27 N.

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Saturday, 27 September 1800

Begin with clear & pleasant.

Still in chase.

At 5. P. M. fired a Gun at the Chase at which she hove too. She proved to be an English Schooner from S^t Kitts bound to Martinico.

At 3 A.M. looking squally, took in Top Gall^t Sails, & took two Reefs in Top Sails.

At Meridian South point of Guadaloupe bore S. E By S. distant ten Leagues.

Longitude Observed 61°48' W.

[J. Sawyer Col., Portsmouth, N. H.]

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

PHILADELPHIA *September 28. 1800* —

SIR I had the honour to receive your favour of the 22^d Ins^t in due time enc[los]ing sundry papers relating to Lieu^t Maly — Agreeable to your request I have examined the Charges against Lieu^t Maly and his answers to them, I sent for Lieu^t Maly and examined him on several points of the Charges brought against him particularly the 3^d His answers amounts to much the same as he has stated in his defence —

He acknowledges to most of the Charges in his owne defence. Except being a coward and a drunkard, he says those two Charges are false and without foundation, And most of the others was owing to bad Officers, and being over persuaded by them at times, He says he is very sorry for many things that he has done himself and what he has suffered to be done by his Officers while on the Cruise — He complain's of not having a Court Martiale held on him when he first arrived. as there was several of the Officers belonging to the *Experiment* here at the time —

It is my Opinion from his owne statement, or his answers to the Charges brought against him, and from what I have heard from himself that he is a very unfitt person to command a Vessel of any description in the Navy of the United States, A man may be a very good seaman, and be qualified to command a Merchant Vessel, but at the same time very unfitt to command in the Navy, If I am not missinformed there

are several of that description in the Navy, I cannot help thinking by this time, the different Commanding Officers that has Com^d on the different Stations, must have had an opportunity of seeing the conduct of some of them, I think it is the duty of every Officer that has the honour to hold a Commission in the Navy, if he knows of an unworthy character in the service to do all that lays in his power to git him out of it — Some will say it is a pitty to turne such and such a Man out of the Service. he cannot git his bread Elswhere, it is no business of his, without ever reflecting or feeling for the honour of his Country. or the service that he is engaged in, There cannot be to much attention paid to good order and Gentleman like behaviour on board of our Ships War, of all descriptions without that there is very little discipline to be expected in course, very little confidence to be put [in] the management of a Ship of War when that is wanted on board —

I think in all cases the President has a right to dismiss an Officer becaus he holds his Commission on them tirms, but at the same time I think it more prudent when it can be done, to hold Court Martial's on Officers when they commit faults that require it. has a much greater effect on the rest of the Officers. it gives them an opportunity of knowing what the Officer was broke or punished for, it empress's on their minds if they are guilty of the like faults or behave improperly they will be brought to a Court Martial and punished according to the crime they have committed — in the present instance I think the President will be right to put his power in force —

I have the honour to be

with great respect Your Ob^t Ser^t

R^d DALE

NB Just as I was going to enclose this, I received your favour of the 24th Ins^t I shall pay attention to your Orders — I should have set off[f] in two or three days for the City of Washington, had I not have received your orders to set my head to the Northward —

R. D —

The Ho^d BENJAMIN STODDERT
Secretary of the Navy —

[NDA, NO, Vol. 1.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy commanding, Sunday, 28 September 1800

These 24 hours begins with moderate breezes & pleasant weather. At 2. P. M. set a reef out of the T. Sails, set Jib & stay sails — at $\frac{1}{2}$ past 6. hauled up M. sail — At 4 fresh breezes & squally with rain — from 4. to 6. Moderate & cloudy. The Easternmost Land in sight bore N. E. by E., Lowered down the T. Sails. at 7. Moderate & cloudy the Easternmost Land in sight bore E. N. E. dist about 10. Leagues. from 8. to 12. fresh breezes & unsettled weather — at $\frac{1}{2}$ past 8. took a reef in the T. sails

At Midnight hauled the F. Sail up From 12.4. Moderate breezes & cloudy At $\frac{1}{2}$ past 5. a sail in sight to the North^d Let a reef out of the T. sails & made sail in chase. At 7. Made the Private signals of the day which was answered by the ship — At 8. saw another sail to the East^d —

At 9. tacked to the East^d at 11. wore ship to the North^d — At $\frac{1}{2}$

past 11. out cutter & sent her on board a Brig — At Meridian she returned & the Brig proved to be from Philadelphia bound to S^t Yago. Same time S^t Yago bore N. N. E. dist. 6. or 7. Leagues. —

[NDA, original.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Ganges*, Sunday, 23 September 1800

[At Newcastle] Arrived the U. S. Brig *Eagle* from a Cruise

[NA.]

To Lieutenant Charles Stewart, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
Bassaterre road S^t Christophers
September 29th 1800

SIR Having arrived on this station, and taken the command of the squadron on the 23^d instant which day I fell in with the united states ships *Philadelphia* & *John Adams*, and then gave to Captains Decatur and Cross instructions. I have little more to add at present further than to inform you that I expect a vigilant attention to such instructions as I may Issue, to you for cruising &c from time to time.

At present I have directed M^r Clarkson to show Each commander of the vessels of war belonging to the U S a paper, I have left with him, directing them off Gaudaloupe immediately after they arrive in these roads and receive the necessary Supplies where they will soon fall in with me and receive further orders.

I am Sir Your very Ob^t Servant

Lieutenant STEWART

U S Schooner *Experiment*

NB a copy sent Lieutenant Shaw of the *Enterprize* —

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

Condemnation of the Sloop *Betsey*, prize of the U. S. Schooner *Experiment*

MONDAY THE 29th September 1800

Edward Boss Esq^r
Lieutenant of the U. S.
commissioned Schooner
Experiment

v^t
Sloop *Betsey* (Bateman
Monroe Master) her Tackle
furniture, Apparel, Goods
and effects (other than
Slaves)
tackle, Apparel, Goods and effects (other than Slaves)

It appearing on the Examination of
Leiut. Edward Boss that the Sloop
Betsey at the time of her seizure was
concerned in the Slave trade contrary
to the provisions of the Act of Con-
gress, entitled "An Act to prohibit
"the carrying on the Slave trade from
"the United States to any foreign place
"or country" It is adjudged and
decreed that the said Sloop with her
tackle, Apparel, Goods and effects (other than Slaves) be condemned
as forfeited to the Officers and Crew of the said Schooner —

It also appearing on the face of the Warrant of Survey & return thereof issued against the said Sloop, on the face of the Libel filed on the said return that the said Sloop is unseaworthy, It is also further Adjudged and Decreed that the said Sloop with her tackle and Apparel be condemned as unfit for Sea, and that the said Sloop with tackle and apparel, and also her goods & effects if any (other than Slaves) be sold by the Marshal of this Court after public notice of 4 days being first given and that the monies arising from the sale thereof after payment of all costs and charges, be paid into this Court subject to the order thereof —

[NDA. XZ, *Experiment*.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 29 & 30 September 1800

[At Newcastle] At 9 A M weighed Anchor and hauled along side the Wharf — People employed getting ashore Spars &c &c

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 29 September 1800

First part Light Airs and Variable Wea

At 5 P, M, Set top Gal Sails & Spanker At 6 the Pearl N B E $\frac{1}{2}$ E S^t Pierris N E $\frac{1}{2}$ E, the South end S E $\frac{1}{2}$ E —

At $\frac{1}{2}$ past 7 haul'd the Main Sail up haul'd down the Spanker and took in top Gal Sails At 8 haul'd the fore Sail up —

At 4 A M Set top Gal Sails At 5 Braild the Mizzen up. Set the Spanker Main and fore Sail At 6 took in top Gal Sails At 7 Set D^o

At 8 A M came to Anchor at S^t Piers in 25 fathoms Water At 9 the Captⁿ went on Shore Employed getting Water on Board —

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 29 September 1800

Begin with cloudy, disagreeable Weather. At 7 P. M. spoke a Brig from Martinico bound to Pourtsmouth, N. Hampshire.

Lightning attended with heavy rain.

At 6 AM. got Anchors off the bows & all clear for letting them go.

At $\frac{1}{2}$ past 9 AM. Came to Anchor, about one Mile distant from the town of Basseterre.

[J.Sawyer Col., Portsmouth. N. H.]

[30 September 1800]

Convention of Amity and Commerce between the United States and France

Convention entre la République Française et les Etats Unis d'Amérique.

Convention between the French Republic and the United States of America.

Le Premier Consul de la république Française, au nom du peuple Français, et le Président des Etats Unis d'Amérique, également animés du désir de mettre fin aux différends qui sont survenus entre les deux états, ont respectivement nommé leurs plénipotentiaires, et leur ont donné pleinpouvoir pour négocier sur ces différends et les terminer; c'est à dire, le Premier Consul de la république Française, au nom du peuple Français, a nommé pour plénipotentiaires de la dite république, les citoyens Joseph Bonaparte, ex-ambassadeur de la république Française à Rome et conseiller d'état; Charles Pierre Claret Fleurieu, membre de l'Institut National et du Bureau des Longitudes de France, et conseiller d'état, président de la Section de la Marine; et Pierre Louis Roedrer, membre de l'Institut National de France, et conseiller d'état, président de la Section de l'Intérieur; et le Président des Etats Unis d'Amérique, par et avec l'avis et le consentement du Sénat des dits Etats, a nommé pour leurs plénipotentiaires, Oliver Ellsworth, Chef de la Justice des Etats Unis; William Richardson Davie, ci-devant Gouverneur de l'Etat de la Caroline Septentrionale, et William Vans Murray, ministre résident des Etats Unis à la Haye; lesquels, après avoir fait l'échange de leurs pleinpouvoirs, longuement et mûrement discuté les intérêts respectifs, sont convenus des articles suivans:

The Premier Consul of the French republic, in the name of the people of France, and the President of the United States of America, equally desirous to terminate the differences which have arisen between the two States, have respectively appointed their plenipotentiaries, and given them full powers to treat upon those differences and to terminate the same, that is to say: the Premier Consul of the French republic, in the name of the people of France, has appointed for the plenipotentiaries of the said republic, the citizens Joseph Bonaparte, ex-ambassador at Rome and counsellor of state; Charles Pierre Claret Fleurieu, member of the National Institute, and of the Board of Longitude of France, and Counsellor of State, President of the Section of the Marine; and Pierre Louis Roedrer, member of the National Institute of France, and counsellor of state, President of the Section of the Interior. And the President of the United States of America, by and with the advice and consent of the Senate of the said States, has appointed for their plenipotentiaries, Oliver Ellsworth, Chief Justice of the United States, William Richardson Davie, late Governor of the State of North Carolina, and William Vans Murray, minister resident of the United States at the Hague; who, after having exchanged their full powers, and after full and mature discussion of the respective interests, have agreed on the following articles:

ARTICLE 1. Il y aura une paix ferme, inviolable, et universelle,

ARTICLE 1. There shall be a firm, inviolable, and universal

et une amitié et sincère, entre la république Française et les Etats Unis d'Amérique, ainsi qu'entre leurs pays, territoires, villes, et places, et entre leurs citoyens et habitants, sans exception de personnes ni de lieux.

ART. 2. Les ministres plénipotentiaires des deux parties ne pouvant pour le présent s'accorder relativement au traité d'alliance du 6 Février, 1778, au traité d'amitié et de commerce de la même date, et à la convention en date du 14 Novembre, 1788, non plus que relativement aux indemnités mutuellement dues ou réclamées, les parties négocieront ultérieurement sur ces objets, dans un tems convenable: et jusqu'à ce qu'elles se soient accordées sur ces points, les dits traités et convention n'auront point d'effet, et les relations des deux nations seront réglées ainsi qu'il suit:

ART. 3. Les bâtimens d'états qui ont été pris de part et d'autre, ou qui pourraient être pris avant l'échange des ratifications seront rendus.

ART. 4. Les propriétés capturées et non encore condamnées définitivement, ou qui pourront être capturées avant l'échange des ratifications, excepté les marchandises de contrebande destinées pour un port ennemi, seront rendues mutuellement sur les preuves suivantes de propriété, savoir:

De part et d'autre, les preuves de propriété relativement aux navires marchands, armés ou non armés, seront un passeport de la forme suivante:

"A tous ceux qui les présentes verront soi notoire: que faculté et permission a été accordée à _____, maître ou commandant du navire appelé _____, de la ville de _____, de la capacité de _____ tonneaux, ou environ, se trouvant présentement dans le port et

peace, and a true and sincere friendship between the French republic and the United States of America, and between their respective countries, territories, cities, towns, and people, without exception of persons or places.

ART. 2. The ministers plenipotentiary of the two parties not being able to agree, at present, respecting the treaty of alliance of 6th February, 1778, the treaty of amity and commerce of the same date, and the convention of the 14th of November, 1788, nor upon the indemnities mutually due or claimed; the parties will negotiate further on these subjects at a convenient time; and, until they may have agreed upon these points, the said treaties and conventions shall have no operation, and the relations of the two countries shall be regulated as follows:

ART. 3. The public ships which have been taken on one part and the other, or which may be taken before the exchange of ratifications, shall be restored.

ART. 4. Property captured, and not yet definitively condemned, or which may be captured before the exchange of ratifications, (contraband goods destined to an enemy's port excepted.) shall be mutually restored, on the following proofs of ownership, viz: The proof on both sides with respect to merchant ships, whether armed or unarmed, shall be a passport in the form following:

"To all who shall see these presents, greeting:

"It is hereby made known that leave and permission has been given to _____ master and commander of the ship called _____ of the town of _____ burthen _____ tons, or thereabouts, lying at present in the port and haven of _____, and bound for _____,

hâvre de ———, et destiné pour ———, chargé de ———, qu'après que son navire a été visité, et avant son départ, il pretera serment entre les mains des officiers autorisés à cet effet: que le dit navire appartient à un ou plusieurs sujets de ———, dont l'acte sera mis à la fin des présentes; de même qu'il gardera et fera garder par son équipage, les ordonnances et réglemens maritimes, et remettra une liste signée et confirmée par témoins, contenant les noms et surnoms, les lieux de naissance, et la demeure des personnes composant l'équipage de son navire, et de tous ceux qui s'y embarqueront, lesquels il ne recevra pas à bord sans la connaissance et permission des officiers autorisés à ce; et dans chaque port ou hâvre où il entrera avec son navire, il montrera la présente permission aux officiers à ce autorisés, et leur fera un rapport fidèle de ce qui s'est passé durant son voyage; et il portera les couleurs, armes, et enseignes de la république Française ou des États Unis durant son dit voyage. En témoin de quoi, nous avons signé les présentes, les avons fait contresigner par ———, et y avons fait apposer le sceau de nos armes.

Donné à ———, le ———, de ———, l'an de grace le ———."

Et ce passeport suffira sans autre pièce, non obstant tout réglemant contraire. Il ne sera pas exigé que ce passeport ait été renouvelé ou révoqué, quelque nombre de voyages que le dit navire ait pu faire, à moins qu'il ne soit revenu chez lui dans l'espace d'une année.

Par rapport à la cargaison, les preuves seront des certificats contenant le détail de la cargaison, du lieu d'où le bâtiment est parti, et de celui où il va, de manière que les marchandises défendues et

and laden with ———, after that his ship has been visited, and before the sailing, he shall make oath before the officers who have the jurisdiction of maritime affairs, that the said ship belongs to one or more of the subjects of ———, the act whereof shall be put to the end of these presents, as likewise that he will keep, and cause to be kept by his crew on board, the marine ordinances and regulations, and enter in the proper office a list, signed and witnessed, containing the names and surnames, the places of birth, and abode of the crew of his ship, and of all who shall embark on board her, whom he shall not take on board without the knowledge and permission of the officers of the marine; and in every port or haven where he shall enter with his ship, he shall show this present leave to the officers and judges of the marine, and shall give a faithful account to them of what passed and was done during his voyage; and he shall carry the colors, arms, and ensigns of the French republic, or the United States, during his voyage. In witness whereof, we have signed these presents, and put the seal of our arms thereunto, and caused the same to be countersigned ——— at ——— the ——— day of ——— anno Domini ———."

And this passport will be sufficient without any other paper, any ordinance to the contrary notwithstanding; which passport shall not be deemed requisite to have been renewed or recalled, whatever number of voyages the said ship may have made, unless she shall have returned home within the space of a year. Proof with respect to the cargo shall be certificates, containing the several particulars of the cargo, the place whence the ship sailed, and whither she is bound; so that the forbidden

de contrebande puissent être distinguées par les certificats; lesquels certificats auront été faits par les officiers de l'endroit d'où le navire sera parti, dans la forme usitée dans le pays; et si ces passeports ou certificats, ou les uns et les autres ont été détruits par accident, ou enlevés de force, leur défaut pourra être supplée par toutes les autres preuves de propriété admissibles d'après l'usage général des nations. Pour les bâtimens autres que les navires marchands, les preuves seront la commission dont il sont porteurs.

Cet article aura son effet à dater de la signature de la présente convention; et si à dater de la dite signature, des propriétés sont condamnées contrairement à l'esprit de la dite convention, avant qu'on ait connaissance de cette stipulation, la propriété ainsi condamnée sera, sans délai, rendue ou payée.

ART. 5. Les dettes contractées par l'une des deux nations envers les particuliers de l'autre, ou par des particuliers de l'une envers des particuliers de l'autre, seront acquittées, ou le payement en sera poursuivi comme s'il n'y avait eu aucune mésintelligence entre les deux états. Mais cette clause ne s'étendra point aux indemnités réclamées pour des captures ou pour des condamnations.

ART. 6. Le commerce entre les deux parties sera libre; les vaisseaux des deux nations, et leurs corsaires, ainsi que leurs prises, seront traités dans les ports respectifs comme ceux de la nation la plus favorisée, et, en général, les deux parties jouiront dans les ports l'une de l'autre, par rapport au commerce et à la navigation, des privilèges de la nation la plus favorisée.

ART. 7. Les citoyens et habitans des Etats Unis pourront disposer, par testament, donation, ou autre-

and contraband goods may be distinguished by the certificates, which certificates shall have been made out by the officers of the place whence the ship set sail, in the accustomed form of the country. And if such passport or certificates, or both, shall have been destroyed by accident, or taken away by force, their deficiency may be supplied by such other proofs of ownership as are admissible by the general usage of nations. Proof, with respect to other than merchant ships, shall be the commission they bear.

This article shall take effect from the date of the signature of the present convention. And if, from the date of the said signature, any property shall be condemned, contrary to the intent of the said convention, before the knowledge of this stipulation shall be obtained, the property so condemned shall, without delay, be restored or paid for.

ART. 5. The debts contracted by one of the two nations with individuals of the other, or by the individuals of one with the individuals of the other, shall be paid, or the payment may be prosecuted in the same manner as if there had been no misunderstanding between the two states. But this clause shall not extend to indemnities claimed on account of captures or confiscations.

ART. 6. Commerce between the parties shall be free. The vessels of the two nations, and their privateers, as well as their prizes, shall be treated in the respective ports as those of the nation the most favored; and, in general, the two parties shall enjoy in the ports of each other, in regard to commerce and navigation, the privileges of the most favored nation.

ART. 7. The citizens and inhabitants of the United States shall be at liberty to dispose, by testament,

ment, de leurs biens, meubles et immeubles, possédés dans le territoire Européen de la république Française; et les citoyens de la république Française auront la même faculté à l'égard des biens, meubles et immeubles, possédés dans le territoire des Etats Unis, en faveur de telle personne, que bon leur semblera. Les citoyens et habitans d'un des deux états, qui seront héritiers des biens, meubles ou immeubles, situés dans l'autre, pourront succéder *ab intestato*, sans qu'ils aient besoin de lettres de naturalité, et sans que l'effet de cette stipulation, leur puisse être contesté ou empêché, sous quelque prétexte que ce soit; et seront les dits héritiers, soit à titre particulier, soit *ab intestato*, exempts de tout droit quelconque chez les deux nations. Il est convenu que cet article ne dérogera en aucune manière aux lois qui sont à présent en vigueur chez les deux nations, ou qui pourraient être promulguées à la suite contre l'émigration; et aussi que dans le cas où les lois de l'un des deux états limiteraient pour les étrangers l'exercice des droits de la propriété sur les immeubles, on pourrait vendre ces immeubles, ou en disposer autrement en faveur d'habitans ou de citoyens du pays où ils seraient situés, et il sera libre à l'autre nation d'établir de semblables lois.

ART. 8. Pour favoriser de part et d'autre le commerce, il est convenu que si, ce qu'à Dieu ne plaise, la guerre éclatait entre les deux nations, on allouera, de part et d'autre, aux marchands, et autres citoyens ou habitans respectifs, six mois après la déclaration de guerre, pendant lequel tems ils auront la faculté de se retirer avec leurs effets et meubles qu'ils pourront emmener, envoyer, ou vendre, comme ils le voudront, sans le moindre empêchement.

donation, or otherwise, of their goods, moveable and immoveable, holden in the territory of the French republic in Europe, and the citizens of the French republic shall have the same liberty with regard to goods, moveable and immoveable, holden in the territory of the United States, in favor of such persons as they shall think proper. The citizens and inhabitants of either of the two countries, who shall be heirs of goods, moveable or immoveable, in the other, shall be able to succeed *ab intestato*, without being obliged to obtain letters of naturalization, and without having the effect of this provision contested or impeded, under any pretext whatever; and the said heirs, whether such by particular title, or *ab intestato*, shall be exempt from every duty whatever, in both countries. It is agreed that this article shall in no manner derogate from the laws which either state may now have in force, or hereafter may enact, to prevent emigration; and also, that, in case the laws of either of the two states should restrain strangers from the exercise of the rights of property with respect to real estate, such real estate may be sold, or otherwise disposed of, to citizens or inhabitants of the country where it may be, and the other nation shall be at liberty to enact similar laws.

ART. 8. To favor commerce on both sides, it is agreed that, in case a war should break out between the two nations, (which God forbid,) the term of six months after the declaration of war shall be allowed to the merchants, and other citizens and inhabitants, respectively, on one side and the other, during which time they shall be at liberty to withdraw themselves, with their effects and moveables, which they shall be at liberty to carry, send away, or sell,

Leurs effets, et encore moins leurs personnes, ne pourront point, pendant ce tems de six mois, être saisis; au contraire, on leur donnera des passeports qui seront valables pour le tems nécessaire à leur retour chez eux; et ces passeports seront donnés pour eux, ainsi que pour leurs batimens et effets, qu'ils désireront emmener ou envoyer. Ces passeports serviront de sauf-conduit contre toute insulte et contre toute capture de la part des corsaires, tant contre eux que contre leurs effets; et si, dans le terme ci-dessus désigné, il leur était fait par l'une des parties, ces citoyens, ou ces habitans, quelque tort dans leur personnes ou dans leurs effets, on leur en donnera satisfaction complète.

ART. 9. Les dettes dues par des individus de l'une des deux nations aux individus de l'autre, ne pourront, dans aucun cas de guerre, ou de démêlés nationaux, être séquestrées ou confisquées, non plus que les actions ou fonds qui se trouveraient dans les fonds publics, ou dans des banques publiques ou particulières.

ART. 10. Les deux parties contractantes pourront nommer, pour protéger le négoce, des agens commerciaux qui résideront en France et dans les Etats Unis; chacune des parties pourra excepter telle place qu'elle jugera à propos, des lieux où la résidence de ces agens pourra être fixée. Avant qu'aucun agent puisse exercer ses fonctions, il devra être accepté, dans les formes requies par la partie chez laquelle il est envoyé; et quand il aura été accepté et pourvu de son *exequatur*, il jouira des droits et prérogatives dont jouiront les agens semblables des nations les plus favorisées.

ART. 11. Les citoyens de la république Française ne payeront

as they please, without the least obstruction; nor shall their effects, much less their persons, be seized during such term of six months; on the contrary, passports, which shall be valid for a time necessary for their return, shall be given to them for their vessels and the effects which they shall be willing to send away or carry with them; and such passports shall be a safe conduct against all insults and prizes which privateers may attempt against their persons and effects. And if any thing be taken from them, or any injury done to them, or their effects, by one of the parties, their citizens, or inhabitants, within the term above prescribed, full satisfaction shall be made to them on that account.

ART. 9. Neither the debts due from individuals of the one nation to the individuals of the other, nor shares, nor moneys which they may have in public funds, or in the public or private banks, shall ever, in any event of war, or national difference, be sequestered or confiscated.

ART. 10. It shall be free for the two contracting parties, to appoint commercial agents for the protection of trade, to reside in France and the United States. Either party may except such place as may be thought proper from the residence of these agents. Before any agent shall exercise his functions, he shall be accepted in the usual forms by the party to whom he is sent; and when he shall have been accepted and furnished with his *exequatur*, he shall enjoy the rights and prerogatives of the similar agents of the most favored nations.

ART. 11. The citizens of the French Republic shall pay in the

dans les ports, havres, rades, contrées, îles, cités, et lieux des Etats Unis, d'autres ni de plus grands droits ou impôts, de quelque nature qu'ils puissent être, quelque nom qu'ils puissent avoir, que ceux que les nations les plus favorisées sont ou seront tenues de payer; et ils jouiront de tous les droits, libertés, privilèges, immunités, et exemptions en fait de négoce, navigation, et commerce, soit en passant d'un port des dits Etats à un autre, soit en y allant ou en revenant de quelque partie ou pour quelque partie du monde que ce soit, dont les nations susdites jouissent ou jouiront. Et réciproquement, les citoyens des Etats Unis jouiront, dans le territoire de la république Française en Europe, des mêmes privilèges, immunités, tant pour leur biens et leurs personnes, que pour ce, qui concerne le négoce la navigation, et le commerce.

ART. 12. Les citoyens des deux nations pourront conduire leurs vaisseaux et marchandises (*en exceptant toujours la contrebande*) de tout port quelconque, dans un autre port appartenant à l'ennemi de l'autre nation; ils pourront naviguer et commercer en toute liberté et sécurité, avec leurs navires et marchandises, dans les pays, ports, et places des ennemis des deux parties, ou de l'une ou de l'autre partie, sans obstacles et sans entraves, et non seulement passer directement des places et ports de l'ennemi susmentionnés, dans les ports et places neutres, mais encore de toute place appartenant à un ennemi dans toute autre place appartenant à un ennemi, qu'elle soit ou ne soit pas soumise à la même juridiction, à moins que ces places ou ports ne soient réellement bloqués, assiégés, ou investis.

Et dans le cas, comme il arrive souvent, où les vaisseaux feraient

ports, havens, roads, countries, islands, cities, and towns of the United States, no other, or greater duties or imposts, of what nature soever they may be, or by what name soever called, than those which the nations most favored are, or shall be obliged to pay, and they shall enjoy all the rights, liberties, privileges, immunities, and exemptions in trade, navigation, and commerce, whether in passing from one port in the said States to another, or in going to and from the same from and to any part of the world, which the said nations do, or shall enjoy. And the citizens of the United States shall reciprocally enjoy in the territories of the French Republic in Europe, the same privileges and immunities, as well for their property and persons, and for what concerns trade, navigation, and commerce.

ART. 12. It shall be lawful for the citizens of either country to sail with their ships and merchandise (*contraband goods always excepted*) from any port whatever to any port of the enemy of the other, and to sail and trade with their ships and merchandise, with perfect security and liberty, from the countries, ports, and places of those who are enemies of both, or of either party, without any opposition or disturbance whatsoever, and to pass not only directly from the places and ports of the enemy aforementioned, to neutral ports and places, but also from one place belonging to an enemy, to another place belonging to an enemy, whether they be under the jurisdiction of the same power, or under several; unless such ports or places shall be actually blockaded, besieged, or invested.

And whereas, it frequently happens that vessels sail for a port or

voile pour une place ou port appartenant à un ennemi ignorant qu'ils sont bloqués, assiégés, ou investis, il est convenu que tout navire qui se trouvera dans une pareille circonstance, sera détourné de cette place ou port, sans qu'on puisse le retenir ni confisquer aucune partie de sa cargaison (*à moins qu'elle ne soit de contrebande, ou qu'il ne soit prouvé que le dit navire, après avoir été averti du blocus ou investissement, a voulu rentrer dans ce même port;*) mais il lui sera permis d'aller dans tout autre port ou place qu'il jugera convenable. Aucun navire de l'une ou de l'autre nation, entré dans un port ou place avant qu'ils aient été réellement bloqués, assiégés, ou investis par l'autre, ne pourra être empêché de sortir avec sa cargaison: s'il s'y trouve, lorsque la dite place sera rendue, le navire et sa cargaison ne pourront être confisqués, mais seront remis aux propriétaires.

ART. 13. Pour régler ce qu'on entendra par contrebande de guerre, seront compris sous cette dénomination la poudre, le salpêtre, les pétards, mèches, balles, boulets, bombes, grenades, carcasses, piques, hallebardes, épées, ceinturons, pistolets, fourreaux, selles de cavalerie, harnais, canons, mortiers avec leurs affûts, et généralement toutes armes et munitions de guerre et ustensiles, à l'usage des troupes. Tous les articles ci-dessus, toutes les fois qu'ils seront destinés pour le port d'un ennemi, sont déclarés de contrebande, et justement soumis à la confiscation. Mais le bâtiment sur lequel ils étaient chargés, ainsi que le reste de la cargaison, seront regardés comme libres, et ne pourront en aucune manière être viciés par les marchandises de contrebande, soit qu'ils appartiennent à un même ou à différens propriétaires.

place belonging to an enemy, without knowing that the same is either besieged, blockaded, or invested, it is agreed that every vessel, so circumstanced, may be turned away from such port or place, but she shall not be detained, nor any part of her cargo, if not contraband, be confiscated, unless, after notice of such blockade or investment, she shall again attempt to enter; but she shall be permitted to go to any other port or place she shall think proper. Nor shall any vessel of either, that may have entered into such port or place before the same was actually besieged, blockaded, or invested by the other, be restrained from quitting such place with her cargo, nor, if found therein after the reduction and surrender of such place, shall such vessel or her cargo be liable to confiscation, but they shall be restored to the owners thereof.

ART. 13. In order to regulate what shall be deemed contraband of war, there shall be comprised under that denomination gunpowder, saltpetre, petards, match, ball, bombs, grenades, carcasses, pikes, halberds, swords, belts, pistols, holsters, cavalry saddles and furniture, cannon, mortars, their carriages and beds, and generally all kinds of arms, ammunition of war, and instruments fit for the use of troops: all the above articles, whenever they are destined to the port of an enemy, are hereby declared to be contraband, and just objects of confiscation: but the vessel in which they are laden, and the residue of the cargo, shall be considered free, and not in any manner infected by the prohibited goods, whether belonging to the same, or a different owner.

ART. 14. Il est stipulé par le présent traité que les bâtimens libres assureront également la liberté des marchandises, et qu'on jugera libres toutes les choses qui se trouveront à bord des navires appartenans aux citoyens d'une des parties contractantes, quand même de chargement ou partie d'icelui appartiendrait aux ennemis de l'une des deux; bien entendu, néanmoins, que la contrebande sera toujours excepté. Il est également convenu que cette même liberté s'étendra aux personnes qui pourraient se trouver à bord du bâtiment libre, quand même elles seraient ennemis de l'une des deux parties contractantes, et elles ne pourront être enlevées des dits navires libres, à moins qu'elles ne soient militaires, et actuellement au service de l'ennemi.

ART. 15. On est convenu, au contraire, que tout ce qui se trouvera chargé par les citoyens respectifs sur des navires appartenans aux ennemis de l'autre partie, ou à leurs sujets, sera confisqué, sans distinction des marchandises prohibées ou non prohibées, ainsi et de même que si elles appartaient à l'ennemi, à l'exception toutefois des effets et marchandises qui auront été mis à bord des dits navires avant la déclaration de guerre, ou même après la dite déclaration, si, au moment du chargement, on a pu l'ignorer; de manière que les marchandises des citoyens des deux parties, soit qu'elles se trouvent du nombre de celles de contrebande ou autrement, lesquelles, comme il vient d'être dit, auront été mises à bord d'un vaisseau appartenant à l'ennemi avant la guerre, ou même après la dite déclaration, lorsqu'on l'ignorait, ne seront, en aucune manière, sujettes à confiscation, mais seront fidèlement et de bonne foi rendues, sans

ART. 14. It is hereby stipulated that free ships shall give a freedom to goods, and that every thing shall be deemed to be free and exempt which shall be found on board the ships belonging to the citizens of either of the contracting parties, although the whole lading, or any part thereof, should appertain to the enemies of either, contraband goods being always excepted. It is also agreed, in like manner, that the same liberty be extended to persons who are on board a free ship, with this effect: that although they be enemies to either party, they are not to be taken out of that free ship, unless they are soldiers and in actual service of the enemy.

ART. 15. On the contrary, it is agreed, that whatever shall be found to be laden by the citizens of either party on any ship belonging to the enemies of the other, or their citizens, shall be confiscated without distinction of goods, contraband or not contraband, in the same manner as if it belonged to the enemy, except such goods and merchandises as were put on board such ship before the declaration of war, or even after such declaration, if so be it were done without knowledge of such declaration; so that the goods of the citizens of either party, whether they be of the nature of such as are prohibited, or otherwise, which, as is aforesaid, were put on board any ship belonging to an enemy before the war, or after the declaration of the same, without the knowledge of it, shall no ways be liable to confiscation, but shall well and truly be restored without delay to the proprietors demanding the same; but so as that if the said merchandises be contraband,

délai, à leurs propriétaires qui les réclameront; bien entendu néanmoins qu'il ne soit pas permis de porter dans les ports ennemis les marchandises qui seront de contrebande.

Les deux parties contractantes conviennent que le terme de deux mois passé depuis la déclaration de guerre, leurs citoyens respectifs de quelque partie du monde qu'ils viennent, ne pourront plus alléguer l'ignorance dont il est question dans le présent article.

ART. 16. Les navires marchands appartenans à des citoyens de l'une ou d'autre des deux parties contractantes, lorsqu'ils voudront passer dans le port de l'ennemi de l'une des deux parties, et que leur voyage, ainsi que les effets de leur cargaison, pourront donner de justes soupçons, les dits navires seront obligés d'exhiber, en pleine mer comme dans les ports ou rades, non seulement leurs passeports, mais encore leurs certificats, prouvant que ces effets ne sont point de la même espèce que ceux de contrebande spécifiés dans l'article treize de la présente convention.

ART. 17. Et afin d'éviter des captures sur des soupçons frivoles, et de prévenir les dommages qui en résultent, il est convenu que, quand une des deux parties sera en guerre et l'autre neutre, les navires de la partie neutre seront pourvus de passeports semblables à ceux spécifiés dans l'article quatre, de manière qu'il puisse par là apparaître que les navires appartiennent véritablement à la partie neutre. Ces passeports seront valides pour un nombre quelconque de voyages; mais ils seront renouvelés chaque année, si le navire retourne chez lui dans l'espace d'une année. Si ces navires sont chargés, ils seront pourvus non seulement de passeports susmentionnés, mais aussi de certificats semblables à ceux men-

it shall not be in any way lawful to carry them afterwards to any ports belonging to the enemy.

The two contracting parties agree, that the term of two months being passed after the declaration of war, their respective citizens, from whatever part of the world they come, shall not plead the ignorance mentioned in this article.

ART. 16. The merchant ships belonging to the citizens of either of the contracting parties, which shall be bound to a port of the enemy of one of the parties, and concerning whose voyage, and the articles of their cargo, there shall be just grounds of suspicion, shall be obliged to exhibit, as well upon the high seas as in the ports or roads, not only their passports, but likewise their certificates, showing that their goods are not of the quality of those which are specified to be contraband in the thirteenth article of the present convention.

ART. 17. And that captures on light suspicions may be avoided, and injuries thence arising prevented, it is agreed, that when one party shall be engaged in war, and the other party be neuter, the ships of the neutral party shall be furnished with passports similar to that described in the fourth article, that it may appear thereby that the ships really belong to the citizens of the neutral party: they shall be valid for any number of voyages, but shall be renewed every year, that is, if the ship happens to return home in the space of a year. If the ships are laden, they shall be provided not only with the passports above mentioned, but also with certificates similar to those described in the same article; so that it may be

tionnés au même article, de manière que l'on puisse connaître s'il y à bord des marchandises de contrebande. Il ne sera exigé aucune autre pièce, non obstant tous usages et réglemens contraires; et s'il n'apparaît pas par ces certificats qu'il y ait des marchandises de contrebande à bord, les navires seront laissés à leur destination. Si, au contraire, il apparaît, par ces certificats, que les dits navires aient des marchandises de contrebande à bord, et que le commandant offre de les délivrer, l'offre sera acceptée, et le navire sera remis en liberté de poursuivre son voyage, à moins que la quantité de marchandises de contrebande ne soit trop grande pour pouvoir être prise convenablement à bord du vaisseau de guerre ou corsaire; dans ce cas, le navire pourra être amené dans le port pour y délivrer la dite marchandise.

Si un navire est trouvé sans avoir le passeport ou les certificats ci-dessus exigés, l'affaire sera examinée par les juges ou tribunaux compétens; et s'il conste, par d'autres documens ou preuves admissibles par l'usage des nations, que le navire appartient à des citoyens de la partie neutre, il ne sera pas condamné, et il sera remis en liberté avec son chargement, la contrebande exceptée, et aura la liberté de poursuivre sa route.

Si le capitaine nommé dans le passeport du navire venait à mourir, ou à être ôté par toute autre cause, et qu'un autre fut nommé à sa place, le navire et sa cargaison n'en seront pas moins en sûreté, et le passeport demeurera dans toute sa force.

ART. 18. Si les bâtimens des citoyens de l'une ou l'autre nation sont rencontrés de long des côtes, ou en pleine mer, par quelques vaisseaux de guerre ou corsaires de

known whether they carry any contraband goods. No other paper shall be required, any usage or ordinance to the contrary notwithstanding. And if it shall not appear from the said certificates that there are contraband goods on board, the ships shall be permitted to proceed on their voyage. If it shall appear from the certificates that there are contraband goods on board any such ship, and the commander of the same shall offer to deliver them up, the offer shall be accepted, and the ship shall be at liberty to pursue its voyage, unless the quantity of the contraband goods be greater than can conveniently be received on board the ship of war or privateer; in which case, the ship may be carried into port for the delivery of the same.

If any ship shall not be furnished with such passport or certificates as are above required for the same, such case may be examined by a proper judge or tribunal; and if it shall appear, from other documents or proofs admissible by the usage of nations, that the ship belongs to the citizens of the neutral party, it shall not be confiscated, but shall be released with her cargo, (contraband goods excepted,) and be permitted to proceed on her voyage.

If the master of a ship named in the passport should happen to die, or be removed by any other cause, and another put in his place, the ship and cargo shall nevertheless be equally secure, and the passport remain in full force.

ART. 18. If the ships of the citizens of either of the parties shall be met with, either sailing along the coasts or on the high seas, by any ship of war or privateer of the

l'autre, pour prévenir tout désordre, les dits vaisseaux ou corsaires se tiendront hors de la portée du canon, et enverront leurs canots à bord du navire marchand qu'ils auront rencontré: ils n'y pourront entrer qu'au nombre de deux ou trois hommes, et demander au patron ou capitaine du dit navire exhibition du passeport concernant la propriété du dit navire, fait d'après la formule prescrite dans l'article quatre, ainsi que les certificats susmentionnés relatifs à la cargaison. Il est expressément convenu que le neutre ne pourra être contraint d'aller à bord du vaisseau visitant pour y faire l'exhibition demandée des papiers, ou pour toute autre information quelconque.

ART. 19. Il est expressément convenu par les parties contractantes, que les stipulations ci-dessus, relatives à la conduite qui sera tenue à la mer par les croiseurs de la partie belligérante, envers les bâtiments de la partie neutre, ne s'appliqueront qu'aux bâtiments navigant sans convoi: et dans le cas où les dits bâtiments seraient convoyés, l'intention des parties étant d'observer tous les égards dus à la protection du pavillon arboré sur les vaisseaux publics, on ne pourra point en faire la visite. Mais la déclaration verbale du commandant de l'escorte, que les navires de son convoi appartiennent à la nation dont ils portent le pavillon, et qu'ils n'ont aucune contrebande à bord, sera regardée par les croiseurs respectifs comme pleinement suffisante; les deux parties s'engageant réciproquement à ne point admettre, sous la protection de leur convoi, des bâtiments qui porteraient des marchandises prohibées à une destination ennemie.

ART. 20. Dans le cas où les bâtiments seront pris ou arrêtés, sous prétexte de porter à l'ennemi quelque article de contrebande, le

other; for the avoiding of any disorder, the said ships of war or privateers shall remain out of cannon shot, and may send their boats on board the merchant ship which they shall so meet with, and may enter her to the number of two or three men only, to whom the master or commander of such ship shall exhibit his passport concerning the property of the ship, made out according to the form prescribed in the fourth article. And it is expressly agreed that the neutral party shall in no case be required to go on board the examining vessel for the purpose of exhibiting his papers, or for any other examination whatever.

ART. 19. It is expressly agreed by the contracting parties, that the stipulations above mentioned, relative to the conduct to be observed on the sea by the cruisers of the belligerent party towards the ships of the neutral party, shall be applied only to ships sailing without convoy; and when the said ships shall be convoyed, it being the intention of the parties to observe all the regard due to the protection of the flag displayed by public ships, it shall not be lawful to visit them; but the verbal declaration of the commander of the convoy, that the ships he convoys belong to the nation whose flag he carries, and that they have no contraband goods on board, shall be considered by the respective cruisers as fully sufficient; the two parties reciprocally engaging not to admit, under the protection of their convoys, ships which shall carry contraband goods destined to an enemy.

ART. 20. In all cases where vessels shall be captured or detained under pretence of carrying to the enemy contraband goods, the cap-

capteur donnera un reçu des papiers du bâtiment qu'il retiendra, lequel reçu sera joint à une liste énonciative des dits papiers: il ne sera point permis de forcer ni d'ouvrir les écoutes, coffres, caisses, caissons, bales, ou vases, trouvés à bord du dit navire, ni d'enlever la moindre chose des effets, avant que la cargaison ait été débarquée en présence des officiers compétens, qui feront un inventaire des dits effets; ils ne pourront, en aucune manière, être vendus, échangés, ou aliénés, à moins qu'après une procédure légale, le juge ou les juges compétens n'aient porté contre les dits effets sentence de confiscation, (*en exceptant toujours le navire et les autres objets qu'il contient.*)

tor shall give a receipt for such of the papers of the vessel as he shall retain, which receipt shall be annexed to a descriptive list of the said papers: and it shall be unlawful to break up or open the hatches, chests, trunks, casks, bales, or vessels found on board, or remove the smallest part of the goods, unless the lading be brought on shore in presence of the competent officers, and an inventory be made by them of the said goods. Nor shall it be lawful to sell, exchange, or alienate the same in any manner, unless there shall have been a lawful process, and the competent judge or judges shall have pronounced against such goods sentence of confiscation, saving always the ship and the other goods which it contains.

ART. 21. Pour que le bâtiment et la cargaison soient surveillés avec soin, et pour empêcher les dégâts, il est arrêté que le patron, capitaine, ou subrécargue du navire *capturé*, ne pourront être éloignés du bord, soit pendant que le navire sera en mer après avoir été pris, soit pendant les procédures qui pourront avoir lieu contre lui, sa cargaison, ou quelque chose y relative.

Dans le cas où le navire appartenant à des citoyens de l'une ou de l'autre partie serait pris, saisi, et retenu, pour être jugé, ses officiers, passagers, et équipage seront traités avec humanité; ils ne pourront être emprisonnés, ni dépouillés de leurs vêtements, ni de l'argent à leur usage, qui ne pourra excéder, pour le capitaine, le subrécargue, et le second, cinq cents dollars chacun; et pour les matelots et passagers, cent dollars chacun.

ART. 22. Il est de plus convenu, que dans tous les cas, les tribunaux établis pour les causes de prises dans les pays où les prises seront conduites, pourront seuls en pren-

ART. 21. And that proper care may be taken of the vessel and cargo, and embezzlement prevented, it is agreed, that it shall not be lawful to remove the master, commander, or supercargo of any captured ship, from on board thereof, either during the time the ship may be at sea after her capture, or pending the proceedings against her, or her cargo, or any thing relative thereto. And in all cases where a vessel of the citizens of either party shall be captured or seized, and held for adjudication, her officers, passengers, and crew, shall be hospitably treated. They shall not be imprisoned or deprived of any part of their wearing apparel, nor of the possession and use of their money, not exceeding for the captain, supercargo, and mate, five hundred dollars each, and for the sailors and passengers, one hundred dollars each.

ART. 22. It is further agreed, that in all cases the established courts for prize causes, in the country to which the prizes may be conducted, shall alone take

dre connaissance; et quelque jugement que le tribunal de l'une ou de l'autre partie prononce contre quelques navires, ou marchandises, ou propriétés réclamées par des citoyens de l'autre partie, le sentence ou décret fera mention des raisons ou motifs qui ont déterminé ce jugement, dont copie authentique, ainsi que de toute la procédure y relative, sera, à leur réquisition, délivrée, sans délai, au capitaine ou agent du dit navire, moyennant le paiement des frais.

ART. 23. Et afin de pourvoir plus efficacement à la sûreté respective des citoyens des deux parties contractantes, et prévenir les torts qu'ils auraient à craindre des vaisseaux de guerre ou corsaires de l'une ou l'autre partie, tous commandans des vaisseaux de guerre et de corsaires, et tous autres citoyens de l'une des deux parties, s'abstiendront de tout dommage envers les citoyens de l'autre, et de toute insulte envers leurs personnes. S'ils faisaient le contraire, ils seront punis, et tenus à donner, dans leurs personnes et propriétés, satisfaction et réparation pour les dommages, avec intérêt, de quelque espèce que soient les dits dommages.

A cet effet, tous capitaines de corsaires, avant de recevoir leurs commissions, s'obligeront, devant un juge compétent, à donner une garantie au moins par deux cautions responsables, lesquelles n'auront aucun intérêt sur le dit corsaire, et dont chacune, ainsi que le capitaine, s'engagera particulièrement et solidairement pour la somme de sept mille dollars, ou trente-six mille huit cent vingt francs; et si les dits vaisseaux portent plus de cent cinquante matelots ou soldats, pour la somme de quatorze mille dollars, ou soixante-treize mille six cent

cognizance of them. And whenever such tribunal of either of the parties shall pronounce judgment against any vessel or goods or property claimed by the citizens of the other party, the sentence or decree shall mention the reasons or motives on which the same shall have been founded, and an authenticated copy of the sentence or decree, and of all the proceedings in the case, shall, if demanded, be delivered to the commander or agent of the said vessel, without any delay, he paying the legal fees for the same.

ART. 23. And that more abundant care may be taken for the security of the respective citizens of the contracting parties, and to prevent their suffering injuries by the men of war, or privateers of either party, all commanders of ships of war and privateers, and all others the said citizens, shall forbear doing any damage to those of the other party, or committing any outrage against them; and if they act to the contrary, they shall be punished, and shall also be bound in their persons and estates to make satisfaction and reparation for all damages, and the interest thereof, of whatever nature the said damages may be.

For this cause, all commanders of privateers, before they receive their commissions, shall hereafter be obliged to give, before a competent judge, sufficient security by at least two responsible sureties, who have no interest in the said privateer, each of whom, together with the said commander, shall be jointly and severally bound in the sum of seven thousand dollars, or thirty-six thousand eight hundred and twenty francs; or if such ships be provided with above one hundred and fifty seamen or soldiers, in the sum of fourteen thousand dollars, or seventy-three thousand

quarante francs, qui serviront à réparer les torts ou dommages que les dits corsaires, leurs officiers, équipages, ou quelqu'un d'eux, auraient fait ou commis, pendant leur croisière, de contraire aux dispositions de la présente convention, ou aux lois et instructions qui devront être la règle de leur conduite: en outre, les dites commissions seront révoquées et annulées dans tous les cas où il y aura en agression.

ART. 24. Lorsque les vaisseaux de guerre des deux parties contractantes, ou ceux que leur citoyens auraient armés en guerre, seront admis à relâcher, avec leurs prises, dans les ports de l'une des deux parties, les dits vaisseaux publics ou particuliers, de même que leurs prises, ne seront obligés à payer aucun droit, soit aux officiers du lieu, soit aux juges, ou à tous autres; les dites prises entrant dans les havres ou ports de l'une des deux parties ne pourront être arrêtées ou saisies, et les officiers des lieux ne pourront prendre connaissance de la validité des dites prises, lesquelles pourront sortir et être conduites en toute franchise et liberté aux lieux portés par les commissions dont les capitaines des dits vaisseaux seront obligés de faire apparoir. Il est toujours entendu que les stipulations de cet article ne s'étendront pas au delà des privilèges des nations les plus favorisées.

ART. 25. Tous corsaires étrangers ayant des commissions d'un état ou prince en guerre avec l'une ou l'autre nation, ne pourront armer leurs vaisseaux dans les ports de l'une ou l'autre nation, non plus qu'y vendre leurs prises, ni les échanger en aucune manière: il ne leur sera permis d'acheter des provisions que la quantité nécessaire pour gagner le port le plus voisin de l'état ou prince duquel ils ont reçu leurs commissions.

six hundred and forty francs; to satisfy all damages and injuries which the said privateer, or her officers or men, or any of them, may do or commit during their cruise, contrary to the tenor of this convention, or to the laws and instructions for regulating their conduct; and further, that in all cases of aggressions, the said commissions shall be revoked and annulled.

ART. 24. When the ships of war of the two contracting parties, or those belonging to their citizens which are armed in war, shall be admitted to enter with their prizes the ports of either of the two parties, the said public or private ships, as well as their prizes, shall not be obliged to pay any duty either to the officers of the place, the judges, or any others; nor shall such prizes, when they come to and enter the ports of either party, be arrested or seized; nor shall the officers of the place make examination concerning the lawfulness of such prizes; but they may hoist sail at any time, and depart, and carry their prizes to the places expressed in their commissions, which the commanders of such ships of war shall be obliged to show. It is always understood that the stipulations of this article shall not extend beyond the privileges of the most favored nation.

ART. 25. It shall not be lawful for any foreign privateers who have commissions from any Prince or state in enmity with either nation, to fit their ships in the ports of either nation, to sell their prizes, or in any manner to exchange them; neither shall they be allowed to purchase provisions, except such as shall be necessary for their going to the next port of that Prince or state, from which they have received their commissions.

ART. 26. Il est de plus convenu qu'aucune des deux parties contractantes non seulement ne recevra point de pirates dans ses ports, rades, ou villes, et ne permettra pas qu'aucun de ses habitans les reçoive, protège, accueille ou recèle en aucune manière, mais encore livrera à un juste châtiement ceux de ces habitans qui seraient coupables de pareils faits ou délits. Les vaisseaux de ces pirates, ainsi que les effets et marchandises par eux pris et amenés dans les ports de l'une ou l'autre nation, seront saisis partout où ils seront découverts, et restitués à leurs propriétaires, agens, ou facteurs dûment autorisés par eux, après toutefois qu'ils auront prouvé devant les juges competens le droit de propriété.

Que si les dits effets avaient passé, par vente, en d'autres mains, et que les acquéreurs fussent ou pussent être instruits ou soupçonnaient que les dits effets avaient été enlevés par des pirates, ils seront également restitués.

ART. 27. Aucune des deux nations ne viendra participer aux pecheries de l'autre sur ses côtes, ni la troubler dans l'exercice des droits qu'elle a maintenant ou pourrait acquérir sus les côtes de Terre-neuve, dans le golfe de St. Laurent, ou partout ailleurs, sur les côtes d'Amérique au nord des Etats Unis; mais la pêche de la baleine et du veau marin sera libre pour les deux nations dans toutes les parties du monde.

Cette convention sera ratifiée de part et d'autre en bonne et due forme, et les ratifications seront échangées dans l'espace de six mois, ou plutôt s'il est possible.

En foi de quoi les plénipotentiaires respectifs ont signé les articles ci-dessus, tant en langue Française qu'en langue Anglaise, et ils y ont apposé

ART. 26. It is further agreed, that both the said contracting parties shall not only refuse to receive any pirates into any of their ports, havens, or towns, or permit any of their inhabitants to receive, protect, harbor, conceal, or assist them in any manner, but will bring to condign punishment all such inhabitants as shall be guilty of such acts or offences. And all their ships, with the goods or merchandises taken by them and brought into the port of either of the said parties, shall be seized, as far as they can be discovered, and shall be restored to the owners, or their factors, or agents, duly authorized by them, (proper evidence being first given before competent judges for proving the property;) even in case such effects should have passed into other hands by sale, if it be proved that the buyers knew, or had good reason to believe or suspect that they had been piratically taken.

ART. 27. Neither party will intermeddle in the fisheries of the other on its coasts, nor disturb the other in the exercise of the rights which it now holds, or may acquire on the coast of Newfoundland in the Gulf of St. Lawrence, or elsewhere on the American coast, northward of the United States. But the whale and seal fisheries shall be free to both in every quarter of the world.

This convention shall be ratified on both sides in due form, and the ratifications exchanged in the space of six months, or sooner if possible.

In faith whereof, the respective plenipotentiaries have signed the above articles both in the French and English languages, and they have thereto affixed

leurs sceaux, déclarant, néanmoins, que la signature en deux langues ne sera point citée comme exemple, et ne préjudicera à aucune des deux parties.

Fait à Paris, le huitième jour de Vendémiaire, de l'an neuf de la république Française, et le trentième jour de Septembre, mil huit cent.

J. BONAPARTE,
C. P. C. FLEURIEU,
RÖDERER,
O. ELLSWORTH,
W. R. DAVIE,
W. V. MURRAY.

their seals; declaring, nevertheless, that the signing in the two languages shall not be brought into precedent nor in any way operate to the prejudice of either party.

Done at Paris, the eighth day of Vendemiaire, of the ninth year of the French Republic, the thirtieth day of September, Anno Domini eighteen hundred.

JOSEPH BONAPARTE, [L. s.]
OLIVER ELLSWORTH, [L. s.]
CHARLES PIERRE CLARET
FLEURIEU, [L. s.]
WILLIAM R. DAVIE, [L. s.]
PIERRE LOUIS RÖDERER, [L. s.]
WILLIAM V. MURRAY. [L. s.]

[Am. St. Papers, For. Aff. Vol. 2, pp. 295-300.]

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

UNITED STATES SHIP *Baltimore*
Bassateer roads St Kitts Sep^r 30th 1800

SIR The United states ship *Baltimore* is in such a Situation as renders her cruising very unsafe

In the first place the copper is nearly all off her bottom and she makes such a quantity of water that I cannot carry sail

In the second place the *Baltimore* has been nearly 13 months from the United states and the mens times have expired and [in] fact the *Baltimore* cannot keep the sea to cruize except her guns are taken out & the ship hove down & her copper & bottom repaired

I have to beg you will be pleased to determine what in your Judgment may be proper to be done.

I am Sir with
very high respect &
Esteem

(sign,d) W^m COWPER

THOMAS TRUXTUN Esquire

Commander of the U S Ships on the Gaudaloupe station —

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

[30 September 1800]

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

SIR I am persuaded the *Baltimore* is not in a situation to remain on service in these seas,

You will therefore take charge of all the Merchantmen, now here, and at St Bartholomews ready to sail for U S and proceed with them

calling at St Thomas, for such as may be ready to leave that place, and from thence with the convoy under charge to the Latitude of 28° North and Longitude 70 W from London after which each vessel will proceed to the port of its destination and you will go direct for Norfolk and on your arrival there forward my letter to the Secretary of the Navy and give him notice of your Situation &c &c

I wish you Safe & quick home
and am your very Obed^t Serv^t

UNITED STATES SHIP
President Bassateer
St Kitts 30th Sept^r 1800

Cap^t W^m COWPER
U S Ship *Baltimore*

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

[30 September 1800]

Concerning Prize of U. S. Schooner *Enterprize, Guadeloupean*

The United States To Lewis D. Carpentier Attorney for
the Owners of the French armed Lugger the *Guadeloupien* [captured 7 September 1800.] & her Cargo D^r
For Amount of the Net proceeds of the aforesaid Lugger
and her Cargo, Captured by a Public Armed Vessel
of the United States, refunded under the Convention
with the French Republic of Sept. 30th 1800
Dollars 20, 743. 82

The foregoing Sum is extracted from an account transmitted from
the Navy Department lodged in this office —

Auditor's Office }
April 20 1802 }
FERRALL —

[GAO, No. 13,349.]

[30 September 1800]

Concerning Prize of U. S. S. *Boston, Les Deux Anges*

The United States to John Chevrel Agent for the Owners
of the French Armed Ship the *Deux Anges* and her
Cargo D^r
For the Net proceeds of the said Ship and Cargo, cap-
tured by a public Armed Vessel of the United States,
refunded under the Convention with the French Re-
public of Septem^r 30. 1800 Dollars 53, 923. 59

For evidence of J. Chevrels being Agent for the concerned See
letter herewith of M^r Pichon to the Auditor — dated April 19th 1802 —

Auditor's Office }
April 20 1802 }
FERRALL —

[GAO, No. 13,350.]

[As of 30 September 1800]

Statement of Account of Paolo Paoly

The United States

To Paolo Paoly ----- Dr

For this Sum granted by Act of Congress of the 14th of April 1802, being the amount of damages and Cost of Suit, awarded by the Circuit Court of Pennsylvania, in his favor as Owner of the Schooner *Amphitheatre*, against William Maley Commander of the Public Armed Vessel the *Experiment*, belonging to the United States, for the Capture and detention of said Schooner

Dollars 7,040.55

Auditors Office }
 April 16th 1802 }
 P.[ATRICK] FERRALL
 [GAO. No. 13,336.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy commanding, Tuesday, 30 September 1800

These 24 hours begins with pleasant weather — At ½. past Meridian tacked ship to the S^d & E^d — At ½. past 1. ditto hauled the courses up & down flying Jib & stay sail — At ½ past 2. handed T. Gallt. sails — at 4. Dirty cloudy weather with Thunder & Lightning — with hard rain —

From 4. to 6. ditto Weather — At 8. hove the M. T. sail — At Midnight Light winds inclining to calm. —

At 6. A. M. saw two sails under the Land, filled the M. T. sail & set the courses & T. Gallt. sails — at 7. another sail in sight to the East^d At 10. A. M. hoisted the cutter out. at ½. past ditto sent the cutter into S^t Jago.

At Meridian the Morro Castle bore N. 3. or 4. Miles dist. Light airs & cloudy. —

[NDA, original.]

[30 September 1800]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding

List of Convoy at our departure from Mew Bay —

Ship	<i>Dominick Terry</i> -----	Jn ^o Fleming-----	Philadelphia
"	<i>Dispatch</i> -----	Jacob Benners-----	D ^o
"	<i>China</i> -----	James Josiah-----	D ^o
"	<i>Jn^o Buckley</i> -----	Ayers Stockley-----	D ^o
"	<i>Smallwood</i> -----	Joseph Sanford-----	Baltimore
"	<i>Nancy</i> -----	George Hobbs-----	D ^o
"	<i>Hebe</i> -----	Thomas Hayward-----	D ^o
"	<i>Juno</i> -----	Benj ^s Smith-----	Newport
Brig	<i>Delaware</i> -----	J. Dumphy-----	Philadelphia
"	<i>Globe</i> -----	W ^m Gardner-----	D ^o
"	<i>Lydia</i> -----	Moses Barnard-----	Boston
"	<i>Sally</i> -----	Stephen Hall-----	Boston
"	<i>Exchange</i> -----	Benj ^s Webb-----	Salem
"	<i>Lapwing</i> -----	Sam ^l Clapp-----	New York

[LC, EPP, 1799-1800.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 30 September 1800

First part cloudy. Got a number of Spars, Provisions, Rigging &c &c, from on board & sent them on shore to M Clarkson Naval Agent at S^t Kitts. Sent two Schooners to Old Roads for Water.

The town Bassatterree is a very small disagreeable place, though the Country about is very delightful. The beautiful Sugar Cane fields interspersed with handsome risings, renders the prospect delightful.

J. Sawyer Col., Portsmouth, N. H.]

[30 September 1800]

Extracts from list of French armed vessels, captured by the vessels of war of the United States on, or prior to, and not finally condemned on 30 September 1800, and of those taken since that day

Names of Vessels Captured	When Captured	When Condemned	Where Condemned Sold &c.	Remarks
<i>Vengeance</i> [Privateer].....	3 Aug ^t 1800	9th Octo.	New London	purchased by the Navy department, & restored.
<i>Pauline</i>	[13] " "	Since 30 Sept	Baltimore	
<i>L'Amor de la Patrie</i>			ditto	
<i>Tourterelle</i>	21 [or 22] Aug ^t	11 Novemr	Philad ^a	
<i>Dorade</i>	7 " "	24 Octo.	Ditto	
<i>Guadaloupean</i>	7 Sept " "	31 " "	Ditto	
<i>Diana</i>	1 Octo. " "	4 Novr	Ditto	
<i>Deux Amis</i>	1st Sept ^r " "	11 " "	Ditto	
[*] <i>Berceau</i>	12 Octob ^r " "		Boston	
<i>Brilliant</i>		3 Feb. 1801	Norfolk	
<i>La Jeune Creole</i>		" " "	Ditto	The <i>Peggy</i> was acquitted by the dist. Court, on an appeal to the Circuit Court she was condemned; but as a writ of error was contemplated, this was considered as a case of restoration under the Treaty, and orders were given to release the U. S. proportion to the claimants accordingly.
<i>La Letrette</i>		10 " "	Charleston	
<i>Peggy</i>		23 Sept 1800	Hartford C.	
Sales of Sundries from the <i>Dorade</i>			St Kitts	
Sales Sundries from the <i>Deux Amis</i>			St Kitts	
D ^o from <i>Diana</i>			" "	
D ^o <i>Guadaloupean</i>			" "	
Taken from d ^o on board the <i>Enterprise</i>				
Taken from <i>L'Pauline</i> on board ditto.....				
Sales, Sundries from Brig <i>Brilliant</i>				
Taken from ditto for the <i>Merrimack</i>				{ Capt Little libel'd this money in the district Court of Massachus-
Sales Sundries taken out of the <i>Hereus</i> by Cap ^t Little.....				

[*] In the case of the *Berceau*, the purchase money, and her outfits are included —

NDA, SZ.]

[September 1800]

To Secretary of the Navy from E. Dunscombe, Clerk of District Court, New York

NEW YORK *February 28th 1801*

SIR I have the Honor to transmit, for your Information as Secretary of the Navy of the United States, a statement of all the Prizes captured by the public armed Vessels of the United States and condemned in the District Court of the United States for the New York District, designating the names denominations &c of the Vessels Captured, the Vessels making the Captures, * * * *. The particular state of some of the Causes, and the Pressure of Business prevented an earlier attention on my part to your request on this subject.

I have the Honor to be

Sir,

Very respectfully;

Your most Ob^d Serv^t

E. DUNSCOMBE

The Hon^{ble} BENJAMIN STODDERT Esquire
Sec^y of the Navy of the United States
Washington

[NDA, SZ.]

[Enclosure]

Extracts from statement for Secretary of the Navy, of vessels captured by the public armed vessels of the United States and condemned in the District Court of the United States for the New York District as prizes

The names of the Vessels Captured	By whom Captured	When Condemned
		1800
Cutter <i>Le Gourd</i> <i>Le Pelican</i> her Apparel &c and Cargo —	George Little Esqr Commander of the United States Ship of War the <i>Boston</i> and William Bainbridge Commander of the United States Sloop of War the <i>Norfolk</i> on behalf as well of the said United States as of themselves and the Officers and Crews of their said respective Vessels Libellants — — —	13 th January
Schooner <i>La Renommee</i> her Apparel &c	Richard Valentine Morris Esqr Commander of the United States Ship of War the <i>Adams</i> for and on behalf as well of the United States as of himself and the Officers and Crew of the said Ship the <i>Adams</i> Libellant —	22 ^d August
Schooner <i>L'Unite</i> her Tackle &c —	Moses Tryon Commander of the United States Sloop of War the <i>Connecticut</i> on behalf of himself and of all the Officers Seamen Mariners and others onboard and belonging to the said Sloop of War Libellant James Banger Petitioner for his services rendered onboard the said Schooner — — —	4 th September
Schooner <i>Le Piège</i> her Tackle &c —	The same — — —	4 th September
Schooner <i>La Voltigeuse</i> her Tackle &c —	Benjamin Hiller [Hillar] a Lieutenant in the Navy of the United States and Commander of the United States armed Brig the <i>Pickering</i> on behalf of himself & of all other Officers Seamen Mariners and others onboard of the said armed Brig Libellant. — — —	4 th September
Sloop <i>Sally</i> her Tackle &c. & Cargo	Silas Talbot Esqr Commander of the United States Ship of War the <i>Constitution</i> for and on behalf as well of himself and the Officers and Crew of the said Ship as of the said United States Libellant, Joseph S. Martin (in behalf of himself & others Claimant —	4 th September
Schooner <i>Ether</i> her Apparel &c	Silas Talbot Esqr Commander of the United States Ship of War the <i>Constitution</i> for and on behalf as well of himself and the Officers & Crew of the said Ship as of the said United States Libellant	5 th September

(The above is just)

EDWARD DUNSCOMB
Clerk of the District Court
of the United States for
the New York District

[NDA, SZ.]

[September 1800]

Concerning the loss of the U. S. Frigate *Insurgente*

The *Insurgente*, captain P. Fletcher, was directed (July 14), "after leaving the capes of the Chesapeake, to take an eastwardly course, keeping rather north of thirty-eight north latitude, until she should obtain the longitude sixty-eight, and cruise for a few weeks between longitude sixty-eight and sixty-six, and stretch as far south as latitude thirty-one or thirty;" after which captain Fletcher was to pursue the suggestions of his own judgment, returning in about eight weeks to Annapolis. This ship was fated never to return — she and her whole crew were lost at sea.

[Naval Chronicle, Vol. 1.]

[September 1800]

Concerning loss of the U. S. Brig *Pickering*

The *Pickering*, Hillar, having returned to the United States, and made a short cruise on the coast, was directed (15th August,) to proceed to Guadaloupe, and cruise in that neighborhood, until she should fall in with the commanding officer. She proceeded on this service, but was lost, it is supposed, in the same gale with the *Insurgente* — the equinoctial gale of September, 1800. All the crew in this case, as in that of the *Insurgente*, perished.

[Naval Chronicle, Vol. 1.]

List of Officers and Crew of the U. S. Frigate *Essex*, on her first cruise, January 1800 to September 1800, constructed from the Purser's issues of Clothing and Tobacco

1. Edward Preble,	Captain;
2. Richard C. Beale,	1st Lieut. (of Castine, Maine);
3. David Phipps,	2d Lieut. (of Rhode Island);
4. George Gardner Lee,	3d Lieut. (of Salem, Mass.);
5. Rufus Low,	Sailing Master;
6. William Mumford,	Purser;
7. Hector Orr,	Surgeon;
8. Joseph Martin,	Boatswain;
9. Samuel Masury,	Gunner;
10. George Perkins,	Sailmaker;
11. Samuel G. Nowell,	Carpenter (left behind sick at Newport);
12. George W. Tew,	Midshipman, Acting Lieut. under warrant of Captain Edward Preble.

MIDSHIPMEN.

13. John Brown;	14. Samuel Conant;
15. Royal Gurley;	16. James H. Adams;
17. Samuel Stubbs;	18. William Scallan;
19. John Shattuck;	20. John Rowe;
21. Samuel Allen;	22. Thomas Marshall;
23. Thomas Randall;	24. Jonathan B. Hitchcock;
25. William H. Williams, (died in the Straits of Sunda, May 30);	26. Jason Howard, Schoolmaster;
29. John H. Perkins, Surgeon's Mate;	27. Wm. B. Reed;
30. Samuel Curwen Ward, Captain's Clerk.	28. Francis Benson, and
	28. [a] Richard Butler [or Butler] (shipped at Cape Town March 25, 1800), Master's Mates;

416 NAVAL OPERATIONS; JUNE 1800–NOVEMBER 1800

List of Officers and Crew of the U. S. Frigate *Essex*, on her first cruise, January 1800 to September 1800, Constructed from the Purser's issues of Clothing and Tobacco—Continued

PETTY OFFICERS.

31. John Douglass,-----	<i>Cooper;</i>
32. Eli Dill,-----	<i>Captain's Cockswain;</i>
33. John Howard,-----	<i>Boatswain's Mate;</i>
34. William Fisher,-----	<i>Boatswain's Mate;</i>
35. William Patterson,-----	<i>Gunner's Mate;</i>
36. John Smith,-----	<i>Gunner's Yeoman;</i>
37. Stephen Stimson,-----	<i>Carpenter's Mate;</i>
38. Samuel Hazleton,-----	<i>Carpenter's Mate;</i>
39. Simeon F. Stewart,-----	<i>Ship's Steward (died July 4, 1800);</i>
40. Andrew Knowland,-----	<i>Cook;</i>
41. James Wallace,-----	<i>Master-at-Arms;</i>
42. Joseph Newell,-----	<i>Armorer;</i>
43. James Orr,-----	<i>Quarter Gunner;</i>
44. James Converse,-----	" "
45. John Lessell,-----	" "
46. John Robinson,-----	" "
47. Wm. Trafford,-----	" "
48. John West,-----	" "
49. Jacob Benson,-----	" "
50. Hans Olansen,-----	" "

ABLE SEAMEN.

51. James Day	88. Wm. Johnson
52. -----	89. Joseph Shed
53. Timothy Hodgkins	90. Benjamin Butler
54. Wm. Lakeman	91. Abner Richards
55. John Morris	92. James Neil
56. Richard Kelly	93. Jeduthan Hammond
57. Henry Edgar	94. John Arften
58. Wm. Byram	95. Jonathan Kendall
59. John Wells (fell overboard at sea Feb. 14, and drowned)	96. Joshua Wallace
60. Wm. Libby	97. Wm. Ash
61. James Brooks	98. Moses Burnham
62. Robert Clarke (died June 6, 1800)	99. Samuel Harraden
63. Daniel Cotterell	100. James Story
64. Wm. Gallop	101. Thomas Curtis
65. John Frederick	102. John Jackson
66. John Lloyd	103. -----
67. Charles Mitchell	104. Arthur Langford
68. James Fox	105. Michael Dean
69. Daniel Miller	106. Jacob Clarke
70. John Vincent	107. Antonio Morano
71. John Glover	108. Alexander Gordon
72. James Harraden	109. John Law (died at sea July 11)
73. William Miller	110. Zebulon S. Millet
74. John Bailey (died at sea August 4, 1800)	111. Thomas White
75. Wm. English (died and was buried at sea Feb. 21, 1800)	112. George Melzard
76. John Carrico	113. Edward Homan
77. James Woodberry	114. James Sparrow
78. Wm. Burr	115. William Trefry
79. Antonio Center	116. Francis Barker
80. Benjamin McDonald (died at sea Oct. 21, 1800)	117. John Alexander
81. Moses Hodgekins	118. David Gregory
82. John Butler	119. -----
83. John C. Meil (?)	120. Thomas Jones
84. Samuel Thomas	121. James Livingston
85. Mathias Fleming	218. George Stephens
86. Charles Schmidt	225. Edward Jackson
87. John Hanson	226. John Dunham
	229. Josiah Marshall
	230. John Williams
	231. James Martin
	232. George Paterson

List of Officers and Crew of the U. S. Frigate *Essex*, on her first cruise, January 1800 to September 1800, constructed from the Purser's issues of Clothing and Tobacco—Continued

ABLE SEAMEN—continued

233. Peter Anderson (died at sea Aug. 5, 1800)	237. James Ward
234. John Prime	244. John Hoyt
235. Jacob Johnson	245. John Gardner
236. Charles Sweede	247. John Lessell
	<i>Total Able Seamen, 86.</i>

ORDINARY SEAMEN

122. David Green	168. Thomas Whittick
123. James Mugford	169. William Woodberry
124. David Halzell	170. James Brown
125. Peter Bennet	171. Edward Gilman
126. John Beard	172. Jacob Very
127. Thomas Burke	173. Wm. Very
128. Richard Hogan	174. Benj. Stone
129. Moses Harriman	175. Charles Stimson
130. George Clarke	176. Daniel Woodman (rated seaman fell overboard at sea Feb. 14, 1800, and drowned)
131. Asahel Page	177. James Jones
132. Moses Walker	178. Gideon Southworth
133. Ebenzer Standwood	179. Benjamin Stone, 2d
134. Ralph Wright	180. Benjamin Lindsey
135. Wm. Perkins	181. Isaac Martin
136. Gurden Pitcher	182. Thomas April
137. Benjamin Gray	194. Richard Eustis (shipped as a boy, and rated)
138. Isaac Burnham	195. James Spofford, do.
139. Luke Burnham	197. John Brown, do.
140. David Putnam	199. Wm. Summers, do.
141. ———	200. John Leighton, do.
142. James Bates	201. Wm. Groves do.
143. Ezra Plummer	202. Wm. Hodgkins, do.
144. John Fehmer	203. David Cullum, do.
145. Patrick Hargan	205. ———
146. James Smith	206. Walter Butler, do.
147. Isaac Lewis	207. Samuel Sylvester, do.
148. Joseph Byles	208. Wm. Barnes, do.
149. James Lathrop	209. Thomas Barker, do.
150. Samuel Lewis	210. Cyrille Felice, do.
151. Ebenezer Howard	211. Yorich Spencer, do.
152. Wm. Howard	212. ———
153. Mal. Howard	213. Daniel Mumford
154. Thomas O'Brien	214. John Burnham (died of an epileptic fit Dec. 19, 1799)
155. Elkanah Bartlett	219. Ebenezer Grover
156. John F. Clarke	220. Thomas Ferral
157. Patrick McManus	238. John Fitz Gerald
158. Ebenezer Converse	239. Wm. Scarit
159. James Fowler	240. John Neilson
160. Jacob Howland	241. Samuel Danscomb
161. Charles Riens	242. Richard Sherrod
162. Nicholas Mortimer	248. Nath'l King.
163. George Lane	<i>Total Ordinary Seamen, 87.</i>
164. William Fretch	
165. Levin Wright	
166. Andrew Curtis	
167. Moses Burnham, Jr.	

BOYS

183. George G. Bell	191. John Dalton
184. Thomas Webb	192. ———
185. John Daniels	193. Winthrop Friend
186. Jonathan Garner	196. John Rennener
187. John Gregory	204. Samuel Gale
188. Ebenezer Bickford	222. Jonathan Nichols
189. Stephen Radford	<i>Total Boys 14.</i>
190. Samuel Clarke	

List of Officers and crew of the U. S. Frigate *Essex*, on her first cruise, January 1800 to September 1800, constructed from the Purser's issues of Clothing and Tobacco—Continued

MARINE GUARD

1. *Lieut.* S. W. Geddes, U. S. M. C. (left at Newport sick);
2. *Lieut.* ——— Porter, U. S. M. C., Commanding Guard;
3. Elisha Chapin, *First Sergeant*;
4. Winthrop Bradbury, *Second Sergeant*;
5. Joel Russell, *First Corporal*;
6. John Alverson, *Second Corporal*;
7. Stephen Dickenson, *Third Corporal*;

PRIVATEES

- | | |
|---------------------|-------------------------|
| 8. Joseph Davenport | 20. Joseph Bishop |
| 9. ——— | 21. Squire Copely |
| 10. ——— | 22. Obadiah Glazier |
| 11. Joseph Moulton | 23. Abraham Fox |
| 12. Porter Cook | 24. Lemuel Brayton |
| 13. ——— | 25. John Hixon |
| 14. John Belknap | 26. Samuel Blanchard |
| 15. ——— | 27. Peter McNeil |
| 16. ——— | 28. Amos Wheaton |
| 17. Nathan Bebee | 29. Jeremiah Russell |
| 18. John Miriam | Total Marine Guard, 23. |
| 19. Augustus Marsh | |

[NR&L, Nr: P922-14, *Essex*, by G. H. Preble.]

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

UNITED STATES SHIP *President*

October 1st 1800

DEAR SIR I sailed from Sandy hook as I wrote you by the pilot on the 4th ultimo, and directed my course here making great traverses in hopes of better fortune than I have as yet found On the 9th and 10th in Lat^{de} 30° N Long^{de} 69° W we experienced violent gales from the Eastward which tried the ship & spars pretty well, and tho the latter in general are but indifferent owing to our Nothern pine not being sufficient for the use of men of war of a large size, the ship is as kind a sea boat as ever I sailed in, and I have the satisfaction to say, that we did not carry away or lose during these gales the value of a rope yarn. On the 16th [September] in Lat^{de} 25° N Long^{de} 69° W I recaptured the British ship *Ruth* captain Warden from Martinico bound to Newfoundland, this ship had been taken a few days before by a french privateer one of the Porto rica nest of theives. I took the *Ruth* in tow and on the 22nd being off S^t Kitts & no cruizers in sight, I cast her off and sent her into the road of Bassateer where she anchored, and I proceeded up to my old station under Gaudaloupe, and in my route thither I met the U S ships *Philadelphia* & *John Adams* gave each of their Captains, the necessary directions and we then stood in different directions, I cruised several days under and in the Vicinity of Gaudaloupe but met no French cruizer or any thing bearing the appearance of one I then bore down for this Island and on the 29th anchored in the principal road Bassateer. M^t Clarkson our agent soon after came off, as also Captain Cowper of the U S Sloop of war *Baltimore*, Cowper made a report to me copy of which I

here enclose you with copy of my orders to him in consequence thereof. On my arrival and seeing the agent I prepared to land various articles to lighten the ship and put her in the best possible plight for sailing so as to cruize with vigilance and the more successfully against the common Enemy, and at the same time I hired a craft to receive my water casks and have them filled, as I do not think it prudent to trust the ship in old road more especially at this season of the year and as the *Philadelphia* has been on shore there — I want more cruisers, a number of small fast sailing vessels together with three frigates, such as you can send would resist any force the french in all probability intend to send hither, and it is a great Matter to maintain the superiority in these seas against that nation, at present the station is weak, and curracoa affords us a Sample of what they would do if they had power in this quarter. It will always be very agreeable to me to hear from you often. I shall keep you constantly advised of my Manouvres, and of every part of my conduct in which rest assured Sir I shall be governed by my instructions and from political circumstances & considerations so far as I Judge them where I have no instructions to meet the Ideas of the President of the United States. Captain Petot of the French ship of War *Vengeance*, having refused to act in conjunction with the french agent & plunderers that went from Gaudaloupe to Curracoa, was obliged after those free booters had got possession of a Fort to cut his cable and go to sea under Jury masts with 1/3 of his crew on board it is said here that she is since taken [20 August] by an English 44 and carried into Bermuda, both ships dismantled.

A provision vessel for our Squadron is much wanted The price of every Article in S^t Kitts and other Islands is enormous. I shall proceed to windward as usual as soon as my water is all received on board & other Articles which I expect the last of to morrow & for those vessels of the squadron that I have not seen, I shall leave letters for their Commanders with M^r Clarkson to hand them instantly on their arrival here, In case I should not meet them at sea

I forbear at present to offer any observations on any conduct, previous to my return to this command, You will no doubt be informed of the whole of it from its proper source and the president will Judge of the expediency or in expediency of every measure that has been adopted.

I have the honor to be with

Great Esteem & respect your very

Ob^t Servant.

Hon^{ble} BEN. STODDERT

Sec^y of Navy —

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

To Honorable Robert Thomson, Governor of His Britannic Majesty's Island of St. Christopher (St. Kitts), from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
Bassateer road S^t Kitts October 1st 1800

SIR I have again arrived here to command the American squadron in these seas & have to assure you of the sincere & friendly disposition

of my nation towards yours, which you will see manifested by every part of my conduct, during my being on this station & employed against the french our common enemy, the dangers incident to the hurricane season, has prevented and of doing myself the honor of paying my respects to you in person but that pleasure I shall have on my arrival from the next cruize I make.

It is clearly understood in america & I believe in England also that the ships of war & privateers of our Nations respectively have a right to take into the ports of each other their prizes and to send or take them away again at their pleasure But this right I understand has been denied Captain Rodgers of the United States ship of war *Maryland* in case of a Portuguese vessel called the *Glory of the Sea* from the coast of Brazills bound to Lisbon which had been taken by a french privateer and retaken by Rodgers and was on her way to the united states, but having anchored here with the convoy, was detained by the admiralty, contrary to a fair construction of the 25th Article of the treaty of Amity Commerce and Navigation, between his Britannic Majesty and the united states of America done at London the 19th day of November 1794

I am afraid this interference of the court of admiralty here, will cause some uneasiness in the mind of the President, and the earlier I have your explanation on the subject the better, as I dispatch a convoy for the United States this Evening. I am told this vessel and cargo absolutely worth One hundred thousand dollars, has been sold for a mere trifle, to the great detriment of the owners or underwriters and a question arises in my mind whether captain Rodgers was intitled to any Salvage, in this case the portuguese and french not being actually at war, And it was for the courts of the united states alone to determine that question and what should be eventually done with this ship & cargo

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

Hon^{ble} ROBERT THOMSON Esq
*Governor of his Britannic
Majestys Island of S^t Christophers &c &c*

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

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

[WASHINGTON, D. C.]
Nav Dep 1 Oct^r 1800

Cap^t RODGERS

Care of Arch^d Campbell Esq^r

SIR, The *Maryland* must immediately proceed to Ann[apoli]^s & there discharge her crew — She must remain at Ann^s until she can safely return to Baltimore — but if Carpenter's can be procured, they may work upon her at Ann^s while she remains there

It will be necessary for you, upon discharging your present crew, to enter as many men as will be sufficient to take care of the ship. These you may enter either for the occasion, or for another cruise, as you may find most convenient.

You will instruct a proper officer to attend at the settlement with & payment of the crew — to see that Justice be done to them, as well as to the U: States — and your Purser must be careful to make the proper deductions for payments on powers of Att^y during the cruise, & the twenty cents p^t m^o to commence from the 1st day of Sept^r 1799 — agreeably to the Act of the 2^d Mar 1799 “for the releif of sick & disabled Seamen”

As soon as your crew is paid off, you will be pleased to send on your Purser to this place with all his accounts & vouchers for settlement; & if you have any accounts of your own, unconnected with his, you will be pleased to transmit them.

If any of your officers desire leave of absence, & can be conveniently spared, you may furlough them while the ship is refitting — taking care that they join you by the time the ship is ready for another cruise —

Be pleased to ascertain whether any, & if any, which, of your officers intend resigning, & report to me their names

I have the honor &c^o

[NDA. OSW, Vol. 4, 1800-1801.]

To Captain James Sever, U. S. Navy, from Lieutenant Charles C. Russell, U. S. Navy

U S SLOOP OF WAR *Herald* — AT SEA

1st October 1800

SIR herein I enclose you a List of Vessells under Convoy of the *Herald* — likewise a Letter address't to Cap^t Murray, respecting my return to the Cape, which I hope will meet your approbation I have all the men on board belonging to the *Constellation* — (fourteen in Number) some of them are very Low — as the Doctor Neglected to get some wine for them — I will be much oblig'd to you to spare a few Gallons — Doct^r Stevens Desir'd me to inform you. that nothing particular had Transpir'd — I was oblig'd to get some provisions for the Sick and Cloathing for the *Heralds* Crew, I shall remain with this Fleet Agreeable to your Orders — should you have any dispatches, I will put them on board the fastest Sailing Vessell. bound to the Southward — at the time I am about to leave them —

Cap^t Murray allow'd me Twenty Days to return to America, the Crew of *Heralds* times are out on the 19 Ins^t

M^r Cox, the Second Lieutenant of the *Herald*, I left very Sick at the Cape. I have order'd him, (when well) to return to America — without Orders from you to the Contrary. —

I have the Honor to be with
the Greatest respect

Sir

Your Most Hbble Ser^t

CHARLES C RUSSELL

JAMES SEVER Esq^r

Commander of the United States Frigate *Congress*

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

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

U S FRIGATE *Constitution*
Boston the 1st October 1800

SIR I have the honor to acknowledge the receipt of your favor dated 15th Ult^o

There is four Lieutenants on board therefore no Vacancy for another, otherwise Lieutenant Potter could Join me. Immediately after the ship arrived at Boston, Lieu^t Saunders applied to me, and stated that he was on furlough and further added that he had your directions to go on board of any ship of the United States to the eastward where there was any deficiency of Officers I therefore could not refuse his earnest solicitation to come on board the *Constitution*, he has been on board about three weeks

Soon after M^r Saunders joined, Lieutenant Potter made a similar application. I told him that in all probability there would not be any vacancy for him on board, that I had three Lieutenants, and had wrote to you, and requested that M^r Tarball might be promoted to a Lieutenant and told him that I did not much doubt but that you would cheerfully acquiesce in the proposition.

I think it likely that the *Constitution* will be ready for Sea in all respects by the 1st of November — I enclose a Lieutenants Commission which, If remember right was handed me by Lieutenant Maley. the Officer I believe left the service immediately after the Schooner arrived at the Cape, and before she had joined the *Constitution*.

I have the honor to be
with the highest respect

Sir

Your Obed^t Servant

SILAS TALBOT.

Hon^{ble} BENJAMIN STODDERT
Secretary of the Navy

[NDA, A. 7.]

[1 October 1800]

Concerning arrival in Delaware of the prize *Diana* or *La Diane*, captured by the U. S. Schooner *Experiment*

Arrived in the Delaware, the three masted schooner *La Diana*, Caldwell, (prize master) prize to the U. S. schooner *Experiment*, capt. Stewart, taken the 1st inst. laden with sugar, coffee and cotton, and carried into St. Kitts, which place she left the 5th inst. Gen. RIGAUD was on board at the time of her capture; he was lodged in charge of Commodore Truxton at St. Kitts.

[LC, "N. Y. Commercial Adv." (N. Y.), 24 October 1800.]

[1 October 1800]

Extract from letter from Lieutenant Charles Stewart, U. S. Navy

UNITED STATES SCHR. *Experiment*,
Sd Oct. 1800

"We cruized to windward of St. Bartholomews till the 1st of October, which day we fell in with and captured the French armed (three



LIEUTENANT CHARLES STEWART, U. S. NAVY.

masted) schr. *Diana*, out two days from Guadaloupe, laden with sugar, coffee and cotton bound to France, under convoy of a brig of 16 nine pounders and 150 men. This schr. mounted 8 nine pound caronades, (6 of which they threw overboard in the chace) and 45 men.

"On board of her we had the pleasure to find General RIGAUD, commander in chief of the south of St. Domingo.

"This is the man, Sir, that has wrested millions from my countrymen; the depredations, the piracies, plunder and murders he has committed on my fellow-citizens are but two well known in the United States; and now the supreme ruler of all things has placed him in the hands of that country he has most injured."

[LC, "N. Y. Commercial Adv." (N. Y.), 4 November 1800.]

To Midshipman Thomas Homans, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 1 Oct^r 1800

MR THO^s HOMANS
Fort Mifflin

SIR, I have received your letter of the 26 ult^o — If there is no Prize Agent for the Cap^t & Crew of the *Congress* in Phil^a you will be pleased to place the business of the recaptured [merchant] brig *Enterprize* [*Experiment*] in the hands of G^o Harrison Esq^r Nav. Ag^t

As soon as you are released from performing Quarantine, & clear of the prize, you will discharge at once all the men with you — M^r Harrison will pay them on producing to him their acc^{ts} — With respect to yourself, you may rejoin the *Congress*, if you can do so without incurring expence to the Public — otherwise you must wait further orders, advising me by Letter where you may be found. —

You need not attempt to join the *Congress* as she will be in in two or three months.

I am &c &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

UNITED STATES SHIP *President*
2nd of October 1800.

SIR I understood some time ago but I dont know how I got the information, that the *Pickering* was to have sailed a long time ago from Philadelphia, with a store ship for this Island. but as no such vessel has arrived, and none of that description captured by the enemy, that I can hear of, I suppose the account I received must have been premature, the fact however is that the squadron is in great want of every thing particularly of *Bread Pease & Rice*.

I have suffered since I came on the station purchases to be made of small parcells only as I have been daily in Expectation of a supply from America, several of the captains complain much of their wants.

I have received the two men from Gaudaloupe threatened with

death by General Parish [Paris]. I had selected two of their prisoners of equal rank, which I was determined to hang, at the *Presidents* fore yard arm, had Parish executed those two brave fellows, to whom his barbarous treatment is by (civilized man) unparralleld, in the annals of history. I expect one of them will not recover from his present illness, in consequence of the savage usage he has received.

Captain Barron will get underway and proceed with the convoy in a few minutes, I have nothing new at present that is worth communicating, whenever there is you shall hear from me & hereafter I shall exhibit to you my track amongst the Islands on a sheet, by which you will see that the enemies cruisers have been well hunted: & you may be assured I shall so continue to hunt them while I am here. The excessive heat during the Hurricane season effected my health very much, but I have again got well. I shall in two or three days be again on my old ground, & I hope soon to be enabled to give you some pleasant news. I fear our vessels at Curraçao will become very sickly. I am certain that they will receive great injury there, and do but little good, if the English have really taken curraçao as it is reported here, they will have several ships in that quarter, and if they have not taken that Island a small fast sailing schooner well armed & manned would be of more service in such a situation than those larger vessels.

I wanted to send down for our ships now there in harbour, but can get no vessels on reasonable terms and the squadron is so very weak here that I cannot spare one for such service, especially at this time, when the hurricane season is considered nearly over, and the French privateers I hear are preparing to Issue out of all the ports of Gaudaloupe &c. The *President* outsails any thing I have seen, our own ships of war as well as the British.

Two ships just hove in sight in the offing proves to be the *Merrimack*, & *Patapsco*, by their private signals, they will be at an anchor in a short time. I postpone until then saying any thing further.

27th Captain Brown of the *Merrimack* has delivered me the accompanying papers, Markd Curraçao papers. I have read them & seen enough of them as to the conduct of Captain Watkins of his Britannic Majesty's ship *Neriade* in seizing a number of our merchant vessels under frivolous pretences & that too after the services of our ships of War in dislodging the french from their strong holds, & obliging them to abandon the Island of Curraçao leaving behind them their out posts &c. It is for the executive of the united States if he pleases to publickly pronounce an opinion, on hearing the particulars, & not for me, who has had no agency in the Curraçoa expedition.

The situation of the *Patapsco* is such that Captain Geddes will proceed with the convoy agreeable to my letter of instructions to him, a copy of which I enclose you, and Captain Barron will go immediately with the *Chesapeake* on the cruizing ground allotted for him as you will see by the papers enclosed, all the other vessels I shall scatter about these seas, so as to effect in the best manner possible the purpose for which they were sent out.

I have the Honor to be Sir your
Most Obed^t Humble Serv^t

HONORABLE BENJAMIN STODDERT Esq^r
Sec^y of Navy
Washington

To General Levret, of the French Republic, from Captain Thomas Truxtun,
U. S. Navy

UNITED STATES SHIP OF WAR *President*
Bassateer road S^t Christophers
2^d October 1800

Sir Painful as the Idea of punishing an innocent individual imperious necessity will compel me to make retaliation, should the french commander at Gaudaloupe put his threat into execution with respect to the two americans he has so long and so shamefully treated with such unparralleld cruelty for simply putting themselves (as I am informed) in possession of their property, that had been wrested from them by a french cruizer, when an opportunity presented. to prevent Sir what must always be shocking to bravery and humanity, tho consistent with Justice I must request you as an officer of the french Republic to address the Commander at Gaudaloupe without loss of time, & I will give you a flag of truce for that purpose if necessary & inform him of my determination, inform him also that I have every disposition to lessen the breach between our two nations, that may possibly at this moment have concluded an adjustment of their differences and be at perfect peace & tranquility but that I am determined to revenge the blood of my countrymen, when cruelly & wantonly spilt

I am Sir your
Obd^t Serv^t

General LEVRET
[or Lavarette]

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

To Captain John Davie, R. N., Commanding HBM Ship *Tisiphone*, from Captain James Sever, U. S. Navy

UNITED STATES FRIGATE *Congress*
At Sea. October 2nd 1800

SIR Under the impression of the most poignant regret, for the accident; which has taken place; as it respects the Brig — Prize, to His Britannic Majesty's ship, under your command: I beg you Sir, to be assured, that nothing was further, from my intentions; than thus to have injur'd your feelings, and the property in your custody. I feel an awkwardness in attempting an apology, for a business which wears too much the appearance of carelessness. — My intention was Sir to have pass'd astern of the ship under your command; and a head of the Brig: not having observ'd that the latter was in tow; untill I had approach'd; within a small distance: I then determin'd to keep away; and for this purpose; had, directed my Spanker haul'd down: the Mizzen Stay sail, brail'd up; the helm hard to Starboard but from an accident as it respected the Spanker the haliards; having unfortunately been entangled so as to prevent that sail from coming down, which of course check'd the ship, from falling off: — finding her fore reaching fast; and apprehensive of falling on board his Majesty's Ship — I directed the helm shifted; and the weather braces rounded in; in

hopes to have seasonably check'd her head way, and to have prevented the unhappy accident, which has thus unfortunately taken place. I shall with much cheerfulness afford every assistance; which may be requisite to enable the Brig to proceed.

I have the honor to be Sir

Your Obed^t and very Hum^e Serv^t

JAMES SEVER

The Commander
of His Britannic Majesty's
Ship *Tisiphone*

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

To Captain James Sever, U. S. Navy, from Captain John Davie, R. N.,
Commanding HBM Ship *Tisiphone*

H M SHIP *Tisiphone* At Sea
October 2nd 1800

Sir The honor of your letter explaining the circumstances of the accident which has taken place has this moment been delivered into my hands and were I not fully convinced previous to it that no Man of War belonging to the United States could wilfully have committed such an act, the representation you have done me the honor to make would entirely remove any impression of the kind, Your offer to render any assistance to the Brig I conceive a further testimony of your good wishes which I am happy to say we are not in need of & with wishing you a successful Cruise

I have the honor to be with

respect Sir Y^r Obed^t H^{ble} Ser^t

JOHN DAVIE

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

To Secretary of State from President John Adams

QUINCY, 3 October, 1800.

Dear Sir, — I have received last night your letter of 24th September. I return you Mr. Adams's letter of 28th of June. The question, whether neutral ships shall protect enemies' property, is indeed important. It is of so much importance, that if the principle of *free ships, free goods*, were once really established and honestly observed, it would put an end forever to all maritime war, and render all military navies useless. However desirable this may be to humanity, how much soever philosophy may approve it and Christianity desire it, I am clearly convinced it will never take place. The dominant power on the ocean will forever trample on it. The French would despise it more than any nation in the world, if they had the maritime superiority of power, and the Russians next to them. We must treat the subject with great attention, and, if all other nations will agree to it, we will. But while one holds out, we shall be the dupes, if we agree to it. Sweden and Denmark, Russia and Prussia, might form a rope of sand, but no dependance can be placed on such a maritime coalition. We must, however, treat the subject with great

respect. If you have received a certificate that the ratifications of the treaty with Prussia are exchanged, should not a proclamation issue, as usual, to publish it? I have read with some care, and great pleasure, your letter to Mr. King of 20th September. I think it very proper that such a letter should be sent, and I am so fully satisfied with the representations and reasonings in it, that I shall give it to General Lincoln, the collector of Boston, to be sent by the first opportunity to London.

[NDA. Life and Works of John Adams, Vol. IX.]

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

UNITED STATES SHIP *President*
Bassateer Road St Christophers
3^d October 1800

DEAR SIR I hope to be under Gaudaloupe again tomorrow morning at day dawn and if any thing like an enemy is near to that coast, I shall be enabled to cut it off from their Roads. General Rigaud late commander of an army in the South part of St Domingo has fallen in to my hands with all his papers. I have permitted Rigaud to go on shore at St Christophers on his parole and his papers I have transmitted to the Secretary of State General Marshall, under the care of Mr Campbell the Navy agent at Baltimore

Rigaud was captured by the U S schooner *Experiment* Lt Stewart in a National three mast schooner called the *Diana* commanded by a Lieutenant of the Navy named [space] [1 October] this schooner hove overboard all her guns in the chase except two and she had about 50 men on board with a cargo of 300,000 pounds of coffee and Sugar. I think it probable Rigaud's papers may bring to light some useful Secrets of state

I shall send a flag of truce to General Paris at Gaudaloupe to morrow & demand the two Americans he has so long held in confinement and treated with so much savage Barbarity. I send General Lavarette [or Levret] in the flag, to use his endeavours to procure the releasement of these unfortunate men, but whether he succeeds or not I have his parole of honor to return to me again as he is our prisoner.

The Squadron is very weak indeed at present I have sent Decatur & Cross on a cruise to windward and Shaw goes also in that quarter this day.

The *Experiment* is to cruize to the Northward of the Islands and to convoy his prize (by which I forward this dispatch) as far as I have thought there was danger of any of the enemy's privateers &c. Steward is afterwards to return here for fresh orders.

I have the Honor to be your

Obdt^t Servant

Hon^{ble} BENⁿ STODDERT

Sec^y of Navy

HS of Pa. NDA, Truxtun's LB, 1800-1.]

To David M. Clarkson, U. S. Agent, St. Christopher (St. Kitts), from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
Bassateer road St Christopher 3^d October 1800

DEAR SIR I am so very unwell that I must make a very short epistle, answer, the present purpose. Two unfortunate Americans are confined and shamefully treated as I understand at Gaudaloupe the Government of the United States are apprized of this conduct, which has a tendency to widen the breach between america & france, and I am directed to attend particularly to the circumstances of the case, you will therefore employ a small vessel as a flag of truce & dispatch her to the Governor of Gaudaloupe and demand the release of these men and tell him I have a great desire, and my country also to lessen the Calamities of war and to bring about a good understanding between our two nations & for this purpose you will receive from General Leverette his parole of honor to go up to Gaudaloupe in the flag of truce and to return back to this Island, in the said flag with or without the two prisoners, which I hope for the sake of humanity he will bring with him

I have only to add that you are to give General Rigaud his parole at Bassateer St Kitts and passengers until further orders from me

I have the Honor to be Sir Your
 very obed^t humble S^t

DAVID M CLARKSON Esq
Agent for U S
 S^t Christop^t

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

[3 October 1800]

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

L^t SHAW of the United States schooner *Enterprise*

SIR You will proceed from these roads with all possible Expedition and cruise between Antigua and Englishmans head, and to the Northward & Occasionally to the Southward of Gaudaloupe and under the road of Bassateer of that Island for two weeks, and if you do not fall in with me in this route repair to these roads and call on M^t Clarkson who will probably have received from me further instructions for you

I am sir your Ob^t Serv^t

President BASSATEER ROADS St Christophers
 3rd October 1800

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Lieutenant Charles Stewart, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

[U. S. FRIGATE] *President BASATEER ROADS*
 3rd October 1800

SIR You will proceed immediately with the prize schooner of three masts [*Diana*] taken by you as far as Latitude 30 N and Longitude 67 W from London and then direct her to proceed to Baltimore and

the prize master to forward my letter here delivered you as directed
As soon as you part with the prize, make all the haste you can
& Join me in this road, bringing with you whatever you may capture
or recapture that you find inconvenient to forward to the United
States

I have the honor to be Sir
your very Ob^t Serv^t

Lieutenant STEWART
U S Schooner *Experiment*

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

[3 October 1800]

Statement of Sales Account of the Sloop *Betsey* made by Charles B. Cochran

Account Sales of the Sloop *Betsey* her Tackle, Furniture & C^t
Prize to the Schooner *Experiment*, Edward Boss Esquire Commander,
made by order of Court 3^d Day of October 1800 —

The Sloop <i>Betsey</i> her Tackle, Furniture and Apparel to William Torry for	\$	615.	00.
CHARGES —			
Attendance of the Marshal 22 ^d 23 ^d 26 th & 29 th	12.	76.	
D ^o . . . of the Crier . . . D ^o	5.	00.	
Advertising Monition	5.	00.	
D ^o . . . Sale	5.	00.	
Making two proclamations	—	60.	
Commissions on Sale	13.	93.	
Clerk's Bill	28.	66.	
District Attorney's Bill	32.	00.	
William Crafts Wharfage Bill	10.	47.	
D ^o . . D ^o Bill paid Edward Boss	92.	00.	
		205.	42 —
Dollars —		409.	58.

Stated by me.

CHARLES B COCHRAN —
M. D. S^o Carolina

[NDA. XZ, *Experiment*.]

To Lieutenant Thomas Wharton, U. S. Marine Corps, from Lieutenant Colonel
Commandant William W. Burrows, U. S. Marine Corps

CAMP WASHINGTONⁿ Oct^r 3^d 1800

L^t THOMAS WHARTON

The Orders before I commanded the Corps, were for every L^t who
Commanded a Detachm^t to wear the Epaulet on the Right shoulder
whilst on board the Vessel. — I think it abused, and therefore never
issued it in Orders, — for it must be unpleasant to the Officer to wear
it on the left Shoulder, when he joins Us, after being accustomed to
wearing it on the Right. —

As to yourself, after you go on board it will be proper in you to place the Epaulet on the Right Shoulder — for I am almost certain, you will be a first Lieu^t in the beginning of November. —

Y^r obed^t Ser^t

W W B
L^t C. C
M C.

[MCA, LS, 1800–1801.]

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

[WASHINGTON, D. C.]
Nav Dep 3^d Oct^r 1800

Cap^t HUGH G CAMPBELL
of the *Eagle* N Castle

SIR, I am honored with your's of the 28 ult

As soon as your crew is discharged & paid off, which must be the first thing done, the reequipment of the *Eagle* must be commenced & prosecuted with all possible dispatch.

You will imm^{dy} furnish Indents of every thing necessary to complete the repairing of the *Eagle*, and also of Supplies for a new cruise, to G^t Harrison Esq^r at Phila^a who will also send you a sum of money sufficient to enable you to pay off your crew.

You will instruct a proper officer to attend at the settlement with & payment of the crew &^e &^e &^e [*]

[*See letter to Captain John Rodgers, U. S. Navy, dated 1 October 1800 from paragraph 3 to end of letter.]

NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 3 October 1800

Pleasant weather and fine breezes. At 1 made Signal N^o 10 and hove too. made Signal N^o 43 & took the brig *Lydia* in tow, with a new hawser. At 3 made Signal 35 & filld away At 6 made Signal 10, ans^d At 6 am let a reef out of Topsails and set T G studding Sails and lower St^d Sails

People scrubb'd their hammocks Eight Sick men on board —

Lat. Observed 7.9 S

Longitude in 16.22 W

[LC, EPP, 1799–1800.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Friday, 3 October 1800

Squally with showers of Rain Employed in getting on board & stowing Water.

Arrived the three masted Schooner *Diana* prize to the U. S. Schooner *Experiment*. The *Diana* mounted 8 Guns but had thrown six overboard in the chase. General Rigaud &^e &^e was taken on board this Schooner. He was sent on shore by Commodore Truxtun, & put

under guard at Bassaterre. The Inhabitants were very much irritated at Rigaud, & would certainly have murdered him when passing through the streets had it not been for the Guard.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]

Nav. Dep. 4 Oct^r 1800

Cap^t THO^s TRUXTUN

D^r SIR, The accounts of M^r Clarkson for maintenance of French Prisoners are so very extravagant, and the complaints against this Gentleman for his conduct towards American Vessels recaptured, & carried into S^t Kitts, by our own armed Vessels, are so loud, that I have felt it incumbent on me to appoint another Navy Agent, for S^t Kitts — Knowing nobody there, I sent out in the *Trumbull*, Cap^t Jewett, to assume this office, M^r Tho^s T. Gantt — a young gentleman of integrity of character, & of competent talents — but being a perfect stranger in the Island, he will stand in need of the whole of your countenance & support; the more especially as M^r Clarkson, if not a good man, may be disposed to do him ill Offices. I pray you to introduce him to some Merchants of real respectability & solidity, that his Bills on me for the purposes of the Navy may have due credit — and I must also intreat that you give him such advice as to the conduct of his business, as your knowledge of the Island will enable you to do.

I have repeated to every Commander on the Guadeloupe Station, over & over, the directions of the President, that no Prisoners be suffered to remain at S^t Kitts at the expence of the United States, a moment longer than could be avoided — and that every Public ship returning from thence to the United States, be made to bring away as many Prisoners as each could take, without too much incommoding the crew. I must beg your pointed attention to this subject, for all the Revenues of the U S would be insufficient for the maintenance of many Prisoners at S^t Kitts — The acc^t just received from M^r Clark[son] for Prisoners for only 4 mo^s amount to three times the sum Congress have allowed for the support of Prisoners every where.

The crew of the *Trumbull* must be soon discharged — this Vessel therefore can remain with you but a few weeks — more shall soon join you — The *Trumbull* takes under convoy a Vessel with Provisions, & I shall soon send another — When the *Trumbull* returns, let her bring at least 50 Prisoners — more if more can be put on board.

The public mind is entirely occupied by the approaching election of President — I entertain no doubt, that M^r Adams will be continued. Perhaps M^r Pinckney may succeed M^r Jefferson as Vice President, but this I think is more uncertain. For news, I refer you to the papers M^r Gantt has for you — Great preparations are making here for Congress; & the late accounts from France seem to require that greater exertions should be made for getting ready our 74's — The Frigates *United* [S^{tates}] & *Constitution*, will remain in

port 6 weeks longer — all other Vessels, I shall endeavor to get to you as fast as possible — except the few, which must be on the S^t Domingo station.

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Thomas T. Gantt, appointed Navy Agent, St. Kitts, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept. 4th Oct. 1800 —

M^r THOMAS T. GANTT

You are hereby appointed Agent for the American Navy, at S^t Kitts — where our Ships on the Guadaloupe Station rendezvous —

Your duty will be to receive such supplies as shall be sent you from the United States for our Public Ships, and to deliver them to the orders of the Commanders, as they shall require them — and to procure on the orders of the Commanders, such other articles as they may want —

It will also be your duty to provide for the maintenance of such French Prisoners, as may be brought into S^t Kitts, — by our Public Vessels, until opportunities occur to exchange them for American Prisoners at Guadaloupe, or elsewhere. But all proper means should be fallen on to prevent the accumulation of French Prisoners at S^t Kitts — on account of the enormous expence of maintaining them — Each public Vessel returning to the United States, should bring with her, as many (French) prisoners as she can take without incommoding the crew too much. and a correspondence should be opened with the Governor or General at Guadaloupe, to promote frequent exchanges of Prisoners —

On these points, and every other subject, you will consult Captain Truxtun, as often as you have the opportunity — and you may safely confide in his advice — I have written to him to give you an introduction to and credit with some respectable Merchants at S^t Kitts, to facilitate your negociations of Bills on me for Navy purposes, but for fear you may want money before you can obtain it on your first arrival, I have desired Mess^{rs} Howland & Allyn of New London, to advance you 2000 Doll^r —

For all monies expended by you in procuring supplies for our Vessels, in maintaining prisoners, and for the expence of receiving, storing, and delivering such supplies as may be sent from the United States, and generally for all monies expended by you for Navy purposes — You will charge a Commission of 5 p^r Cent in full compensation — You are not to profit, nor to loose by the exchange between S^t Kitts, & the United States. — But as you may have a good deal of trouble — and your time may be a good deal occupied in receiving and delivering the articles sent from the United States, for which your Commission may not be a Compensation, you shall be allowed over & above your Commission fifty dollars p^r month — provided your whole Commission should not Amount to the rate of 4000 Doll^r p^r ann. If it should amount to so much, then you are to receive no monthly allowance — In all cases where you supply articles to our Vessels, take triplicate receipts from the Captains, two of which you will forward by different

Conveyances, to the Accountant of the Navy, and when a Vessel which you have supplied, leaves the station to return to the United States, obtain the Captain's Bills, which you will remit to the Accountant of the Navy, to settle your accounts, for such as you may find it necessary to draw on me —

You will receive from M^r Clarkson, on your arrival at S^t Kitts, all the articles belonging to the United States in his hands, — and you will immediately take upon yourself the care of the Maintenance of the Prisoners — the expence of which I hope it will be in your power to reduce very considerably.

You will write me as often as you have opportunities — and be particular as to the operations of the Navy, and your own transactions —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Dept — 4th Oct^r 1800

DAVID M. CLARKSON Esq^r

You will receive this by the hands of M^r Thomas T. Gantt, who goes to S^t Kitts to succeed you as Navy Agent for the United States —

You will be pleased to make up your accounts to the day of his arrival at S^t Kitts, and transmit them as early as possible — and deliver over to M^r Gant, any articles you may have on hand belonging to the United States, taking his triplicate receipts therefor, two of which you will please forward to me.

I have no doubt you will cheerfully give to M^r Gantt, any advice, information and assistance, which as a stranger, he may be in need of.

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 4 Oct^r 1800

Cap^t DAVID JEWETT
of the *Trumbull*

SIR, I hope this will find the *Trumbull* ready for a cruise.

The Instructions you have heretofore received are so full on the subject of the conduct we are to pursue with respect to French armed Vessels, and the Vessels of nations in amity with the U. States, that it only remains for me at this time, to request that you will immediately proceed with the *Trumbull* to S^t Kitts, and there join the American Squadron, under the command of Cap^t Truxtun, under whose orders, or the orders of whoever may be the commanding officer on the Guadaloupe station, you will place yourself

You must return to New London in time to preserve the Public faith with your crew—

You will take under your convoy from N. London, all the Merch^t Ships which may be ready to proceed to the Windward Islands — also a Vessel loaded with Provisions by Mess^{rs} Howland & Allyn, for the Squadron at S^t Kitts — and you will use your endeavors to see these Vessels safely to their respective places of destination.

M^r Tho^s T. Gant goes from hence to take his passage in the *Trumbull*, for S^t Kitts, where he is to succeed M^r Clarkson as Navy Agent. I request your civilities to this young gentleman.

I have the honor &c &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Zebulon Hollingsworth, Attorney of United States, Baltimore, Md., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 4th Oct^r 1800.

ZEBULON HOLLINGSWORTH Esq^r

I have the honor to enclose a letter from John Davis Esq^r district Attorney at Boston with the papers respecting the Brig *L'Espoir* captured by the *Boston* Frigate, which are so full on the subject as to require no explanation from me.

Be pleased if practicable to obtain the evidence solicited by M^r Davis, and transmit it to him in time for him to receive it previous to the Meeting of the Circuit Court at Boston —

I am &c

B S —

[NDA. GLB, Vol. 4, 1800–1801.]

To Montgomery & Newbold, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept. — 4th Oct^r 1800.

MONTGOMERY & NEWBOLD

I am honoured with your letter of the 30th Ult^o. Since Captain Little's return from his last return [sic] from his last cruise, I have received a list of Captures and recaptures made by the *Boston*, and it does not appear that a Vessel called the *Speculation* has been captured by the said Ship, during said cruise —

I am &c

B S

[NDA. GLB, Vol. 4, 1800–1801.]

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

UNITED STATES SHIP *President*
Bassateer road S^t Kitts 4th Oct^r 1800

DEAR SIR Not receiving the accompanying papers now under this cover as promised last evening by the commander in chief — I dispatched Lieutenant Stewart with the *Experiment* and his prize the

Diana about 10 PM, and this Morning having received the Governors reply to my letter on the subject of the Portuguese [*Glory of the Sea* or *Gloria da Mar*] recaptured by the *Maryland* I shall be under way in about an hour or thereabouts.

I am sorry to say that it appears very clear to my Mind that M^r Clarkson and the Judge of the court of Vice admiralty here (M^r Garnett) has had an understanding in this business, derogatory to the honor of the U S and injurious to the owners & underwriters of the *Glory of the Sea* belonging as I understand to Lisbon.

All parties have assured me that no such interference shall take place again, and all parties seem anxious to get out of the scrape, but in case that cannot be well effected, you will perceive by the Solicitor Generals opinion that the Government here mean to fix the blame eventually on the agent & recaptors in which Captain Rodgers will be implicated I am afraid unless he made some stronger remonstrances against the detention of that vessel here than I have been informed of and that he did not as is set forth by the Solicitor General — Actually libel her but by compulsion.

I have but little to add on this subject further than to refer you to the letters inclosed to viz

- N^o 1 Commander in chiefs letter to me
- 2 Judge's letter to Commander in chief
- 3 Solicitor General's letter to Judge of court of vice admiralty
- 4 My letter to M^r Clarkson y^e agent

Having thus given you every information to prepare your mind, to meet any complaint that may be made on the subject of the recapture in question I have the honor to conclude with assuring you of my high respect & Esteem & that I am with sincere Esteem your very Ob^t humble Servant

Hon^{ble} BENJⁿ STODDERT Esq
Sec^y of Navy

[HS of Pa. NDA, Truxtun's LB, 1800-1, and NDA, AS.]

[Enclosure No. 1]

[3 October 1800]

To Captain Thomas Truxtun, U. S. Navy, from Hon. Robert Thomson, Commander in Chief of H. B. M. Island, St. Kitts

SIR I had the honour to receive your Letter of the 1st instant, and as it related to a transaction in the Court of Admiralty of this Island, of which I was wholly uninformed, I lost no time in sending your Letter to the Judge of that Court; and I now enclose you his answer, with the Opinion of His Majesty's Solicitor General on the case stated in your Letter, which I have this moment received, & which I hope may prove satisfactory —

I am happy to find you are returned to this Station, & I regret my not having had the pleasure of seeing you on shore, but I shall look for that pleasure upon your return from your Cruise, which I wish may be a successful one —

I beg leave to assure you, that I shall ever be disposed to promote by every means in my power that friendly Intercourse which has subsisted, & I hope will long subsist, between our respective Nations, whether as acting against the common Enemy, or in a state of amity between themselves. —

I have the honour to be

Sir

Your most Obedient & most humble Servant

ROB. THOMSON

Stapleton's

October 3^d — 1800

10 oClock A. M —

[NDA, A. 8]

[Enclosure No. 2]

To Hon. Robert Thomson, Commander in Chief of H. B. M. Island, St. Kitts, from John Garnett, Judge of the Court of Admiralty, Basseterre, St. Christopher (St. Kitts)

BASSETTERRE, FRIDAY 8 O'CLOCK

Even of 3^d October 1800.

SIR — I hope your Honor will excuse my not answering your Letter of yesterday before, but I thought it would be Satisfactory to you as well as myself to take the Opinion of his Majestys Solicitor General on the Subject and I laid Comodore Truxtons Letter before him and desired him to give me his Opinion in Writing — I have but this Moment received it from him and now inclose it to your Honor — It conveys my Ideas upon the Subject so fully that it is unnecessary for me to add any thing further —

I have the Honor to be with great Consideration

Sir

Your Honor's Most Ob^d Serv^t

JOHN GARNETT

[NDA, A. 8]

[Enclosure No. 3]

[3 October 1800]

Opinion of Solicitor General of St. Kitts, respecting re-capture of Portuguese prize *Gloria da Mar*, to John Garnett, Judge of the Court of Admiralty of St. Kitts

SIR I inclose your Honor the Application made by Comodore Truxton on the proceedings had in the Cause of the Portuguese Brig; And in Answer thereto agreeable to the requisition of His Honor the Commander in Chief, I must remind you that this Portuguese Vessel having been brought into this Port and detained here, was considered as under the Jurisdiction of your Court (to use the Words of M^t Justice Blackstone in his Commentaries) "In Case of prizes also in time of War between our own Nation and another, or between two other Nations, which are taken at Sea, and brought into our Ports, the Courts of Admiralty have an undisturbed and exclusive Jurisdiction to determine the same according to the Law of Nations." This power has not been taken away, or suspended,

by the Treaty, but American Ships of War are at liberty to touch at and take shelter in, our Ports with their Prizes, and to proceed with them without molestation in a reasonable time, according to the expression of the Treaty, to depart as speedily as possible. But I do not conceive that American Ships of War are by the Treaty authorized to make an English Port their constant Deposit for all Prizes; and even occasionally there to have the Benefit of the Sale and Disposition of them or their Cargoes, without being subject to the Jurisdiction of the Court of Admiralty, in which they have been indulged for the mutual advantage of both Nations: but by no means under Sanction of the Treaty which grants them no power to that effect — more especially when it has been the practice of your Court merely to give permission for such Stay or Sale in a summary way by Interlocutory Order allowing the final Decision of the Courts of America under such Interlocutory Order of your Court and the papers transmitted. — Such measures which have done honor to the Conduct of both Nations, to promote the Interest of each respectively, preserving mutual Harmony and Respect, cannot be adopted and applied but to the *absolute* Prizes of American Ships which have thus been held sacred; but the strict rule of Right postponed on equitable Principles, in fact, I think rather more beneficial to the Americans than to the English, giving them an opportunity of avoiding an immense risk in sending their Prizes to some Ports in America, and affording them the advantage of disposing of the Vessels or Cargoes, or such part thereof, as would turn to most advantage speedily, without risk, and at a trifling expence. In case of the Capture of a Friend from an Enemy and our Re-capture of that Friend, the Right of the original Owner has been always considered as reverting on the principle of the *spes recaperandi* continuing until the Vessel was *infra præsidium* &c at all events it is now become completely the Law of Nations. The right of the Owner is not entirely taken away, but his property ought to be restored on payment of a certain rate of Salvage. This being the Case, the property of a Friend thus re-captured from the Enemy, cannot be considered as a Prize; but the Owner has a right to seek and demand his property wherever it is, on the offer of this just and equitable Compensation. If so, it was incumbent on the Court of Admiralty to take Cognizance of this right, and give a determination according to the Law of Nations.

In regard to the property of an Ally within its Jurisdiction by the Decisions of our Court of Admiralty in England Your Honor knows that he has expressly laid it down as a rule on the principle of reciprocity, that the Vessel of a Friend or Ally, recaptured, has been restored on the same rate of Salvage as established by the Country to which the Owner belonged. — If no such rate had been established, then on the same rate of Salvage as had been granted by the Country to which the Recaptors belonged; and the Rule was made to apply to Neutrals as well as Belligerents in the uncertain State in which they were from the nature of this War. This was deciding a Question between two Nations, an Ally and a Friend to Great Britain, and Friends or Allies to each other merely respecting Salvage which is founded upon the *jus gentium* in a Case where the property of an Ally was within the Jurisdiction of an English Court; and from the nature of our close alliance with Portugal, probably comprized in the excep-

tion contained in the 25th Article of the Treaty, viz. "Nothing in "this Treaty contained shall however be construed or operate contrary "to former and existing Public Treaties with other Sovereigns or "States." and was not prohibiting an American Ship of War from bringing her Prize into an English Port, and departing as speedily as may be unmolested according to the fair and liberal construction of the Treaty. By way of Supposition I would only stake the possibility of this Portuguese Vessel having been suffered to depart when within the Jurisdiction of your (our) Court, carried to an American Court and there Condemned for (as Commodore Truxtun does not seem to consider it) the Salvage Act of America does not apply to the Brig and therefore the sole Question would be absolute Prize or not. How far can the British Nation as a Friend and Ally of Portugal justify such a permission which might deprive the Owners of a right that existed by the Laws of Nations the very moment of the Recapture or not at all. Hence at the time of the Brig's arrival in this port, she was literally the property of a Portuguese, liable to the payment of Salvage to be adjudged by a Court of competent Jurisdiction. We have always considered Portugal as at War with France, and under this Circumstance it might as well be urged that an American Ship of War had a right to take an English Vessel recaptured, out of an English port to which she was brought, under the Treaty, as well as a Portuguese Vessel recaptured, as if one is considered as within the meaning of the Treaty, the other must come equally under the same denomination, and thus an English Vessel recaptured and brought into an English Port, would be considered as subject to be carried out of the Jurisdiction of an English Court of Justice and run the risk of a second Capture, if the American recaptor chuse to carry her to America after he had brought her into an English Port, it is a little singular that the remonstrance to your Honor did not come from the Agent before an acquiescence on the part of America through him, or that the Jurisdiction of this Court was not opposed, this Brig and Cargo having been actually libelled and proceeded against on the part of the American Recaptor, and your Honor's jurisdiction thus admitted under the Sanction of the American Agent or Consul This admission need not, however, prohibit a future investigation into the Matter should my opinion be not considered sufficiently decisive as I may be mistaken, should the Government of America judge it necessary to give Instructions to the Agent to oppose similar measures and mean that the Treaty having been violated in their estimation by an improper submission on the part of their Agent or the Recaptor shall in future, be most literally and strictly adhered to, which of course must be as strictly attended to by this Government. This admission however must operate as a bar in the present Case to any subsequent objection, as the Agent had certainly a sufficient Authority to trust an English Court of Admiralty with the determination of a plain and simple point. How far the Recaptors &c are injured by the diminution in value is not a point in question, but if the Agents have not made the most of the property the American Agent who from Justice and Equity was ordered by the Court jointly with the Agent for the Claimants to sell, must be implicated in the charge but I have every reason to believe that the most was made of the property for the benefit of all parties. I am therefore clearly of opinion that

the Treaty with America has been by no means infringed by the Case in question, and no disrespect shown to America.

M[R.]. WARDENHOUGH
Solicitor General
St Kitts 3^d Oct^r 1800

[NDA, A. 8.]

[Enclosure No. 4]

To David M. Clarkson, U. S. Agent, St. Christopher (St. Kitts), from Captain Thomas Truxtun, U. S. Navy

[U. S. FRIGATE] *President* BASSATEER ROAD
4th October 1800

DAVID M CLARKSON Esq
American Agent St Kitts

SIR I have received his honor the Commander in chief's reply to my complaint, in the case of the recaptured [*Glorie of the Sea*], by the *Maryland*, the letter of the Judge to his honor and the Solicitor General's opinion to the Judge, all of which are now before me, as it appears not to be the disposition of the court of vice admiralty here to interfere in our prize cases in future, I shall make no comments on the opinions & observations sent me the treaty speaks for itself and is as plain in this respect, as the English Language can convey a contract. Whether Any noise is made in the affair in question or not will depend in my opinion on the owners or underwriters claim on the Government of the U S my object has been simply to do my duty & to do Justice in my station. if in doing this I can at any time correct what I Judge to be improper and preserve at the same time harmony between our respective Governments the very height of my wishes will be accomplished. With respect to Rigaud it will seem hard to send him to the common Jail — at the same time I have nothing to offer if the people are made uneasy at Bassateer at his Enlargement on parole.

In your communication with General Paris be as delicate as possible, aggravations are improper when the object is the release of two unfortunate men considered in a criminal point of view and threatened with execution by a barbarous banditti in Gaudaloupe

My instructions to you do not fail to inclose the Chief of this distracted Island; make my compliments to my friends on shore, tell them that I regret not being able to see them with propriety, but when I arrive here again, I hope the season will be completely over and my health better, which has been impaired by being wet in some bad weather, we had previous to my arrival & my having continued exposed for a length of time

Let me recommend to you great correctness in your transactions with the publick and with the squadron. Your commission of 7½ pr C^t charged Officers on prize business &c is certainly out of all reason & contrary to what you agreed to charge me I will only allow you 2½ on settling the business of recaptured property, and it is a handsome thing. In case of landing a cargo storing it &c the addition of 5 pr C^t will be a generous addition the sooner you have the

ship *Ruth* valued and salvage settled the better. I have enclosed you the Act of the Congress of the 3^d of March for that purpose & have only to ask Justice in the valuation &c the money must be paid bills will not answer for such business, especially as the officers & men will want their prize money, which must always be paid them as soon as possible in clear cases such as the one in question

I have the Honor to be sir
your very Ob^t S^t

[HS of Pa. NDA, Truxtun's LB, 1800–1 and NDA, A8.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 4 October 1800

First part Light Airs and pleas^t Weather Received on Board Ten Puncheons of Rum & 20 Barrels of Bread from Roseau — At 7 P M got the Boat in —

At Midnight the West part of Dominico bore N B E dist one League At ½ past 1 A M took in top Gal Sails At 2 Set the Main S^t At 4 Boarded the British Armed Schooner *Dreadnot* from Tortolo bound to Martinico Rob^t Wilson Master also the Schooner *Success* in Co, At ½ past 4 Wore Ship and stood as p^t Column

At 5 A M took in top Gal Sails

At 8 Set Spanker and Mizen top Gal Sail At 9 Tacked to the North'd and East'd

At Meridian South point Gaudaloupe E. B. S. Dist about 5 Leagues
[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Saturday, 4 October 1800

Pleasant weather.

Hands employed setting up the Rigging fore and aft. Got in the Boats.

At 6 A. M. hove up Larboard Anchor.

At 9 AM. Weighed anchor & stood to Sea, Top Sails set. The ship draws 22 Feet at the stern & 20 Feet, 4 Inches forward.

Sent (M^r Rossiter) a Midshipman on board the Schooner *Enterprise*, Lieut Shaw.

[J. Sawyer Col., Portsmouth, N. H.]

To Captain Stephen Decatur (Senior), U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
under Gaudaloupe
5th October 1800 —

DEAR SIR The Squadron is at present very weak indeed, but we must cruise seperately, and use all the vigilance in our power to destroy the enemy.

You will please to go a proper cruising distance to windward of Deseada, & stretch to the Northward & Southward of that Island as

you may Judge best, and keep that station or as near it as chasing & other circumstances will permit.

Prince Ruperts bay is a good place to water, and as we have no store ship out, John Gay Esq^r at Martinico, will furnish you with what your ship may want from time to time, on as good terms as any other person. As you are the second in command on this station, you will not be called on to convoy if it can be avoided, and by your taking the station pointed out, I shall in case of need know where to find you, & it is a station that appears well adapted to meet prizes. If you are fortunate enough to capture any, send them to S^t Pierres Martinico if as convenient, as to send them Elsewhere where they may remain, Until opportunity offers to dispatch them for U S or dispose of them otherwise.

I shall be occasi[o]nally in all directions among the Islands, & may now & then meet you: Be assured that I wish to make the station agreeable to you & to every officer, connected with it.

You had better go round Englishmans head & stretch to the Northward, as there are two brigs it is said bound to francee with sugar, that you may probably meet

Let me hear from you as often as opportunities offer

I have the Honor to be Sir

with Great Respect

your very Ob^t humble S^t

STEPHEN DECATURE Esq

U S Ship *Philadelphia*.

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 5 October 1800

Took the brig *Lydia* in tow & fill'd away. At 10 haul'd up the foresail. At 12 oClock, all the fleet in Sight. At 3 Am set foresail. At 7 took the brig *Exchange* in tow with the old Hawser. Made Sail — Set Stud^s Sails —

Lat. Observed 5.11 S

Longitude in 20.8 W

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 5 October 1800

First part Light Airs from the West'd two Sail in Sight At 1 P M Boarded the Sloop S^t *John* from Monserrat to Dominico At 3 Boarded the Sloop *Margaret* of & from S^t Kitts bound to Martinico Edward Masters, Master At 4 P M Squally took the 1st reef in the fore & Main top Sails Saw a Sail ahead made S^t & gave Chace At 6 the West part of Gaudaloupe bore N E $\frac{1}{2}$ E dist 6 Leagues the South end S E B E At 8 Spoke British Brig *Busy* At 9 haul'd to the N^d At $\frac{1}{2}$ past 9 Tkd Ship to the S^d & East'd —

At 3 A M Saw a Sail to Leward gave Chace and Spoke the, U. S. Schooner *Enterprize* Captⁿ Shaw At $\frac{1}{2}$ past 5 Set Stay Sails —

At 6 Saw a Ship to the S^d & W^d, Exchanged Signals with the U S Frigate *President* Com Truxton At ½ past 10 the Commodore sent his Boat on Board Wore Ship to the N^d At Meridian the S^e end of Gaudaloupe E ½ S and the N^e end N B E ½ E

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Sunday, 5 October 1800

Clear & pleasant.

At sunset Nevis bore N By W. distant 7 Leagues. Rodando N E By E. 5 Leagues distant. Montserrat E By S 1/4 S. distant seven Leagues.

At daylight a ship & Schooner in sight to Windward. made sail in chase. Hoisted Signals which was answered by the Ship. They proved to be the *Philadelphia* & *Enterprize*. The Commodore ordered the latter to keep us company.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 6 October 1800

First part Light Airs & Cloudy W^t the *President* & *Enterprize* in Co, At ½ past 3 P M hauld the Courses up At 6 P M Englishmans head bore N N E ½ E the Saints S E B E —

At ½ past 1 A M Saw a Sail to the North'd At 2 Tack'd to the N^d & East'd At 3 Set Stay Stay Sails At ½ past 4 Light Airs the fort on North point Gaudaloupe gave us two Shots At ½ past 5 point North G Terra bore E N E a small Island E B S ½ S Saw a Sail on our Weather Bow and one to Leward gave Chace to Leward —

At 7 Boarded the Schooner *Polly*, Lavinia Pascal Master from S^t Bartholomews to Dominico At ½ past 7 Tk'd Ship to the N^d & East'd At 9 gave the Chace to Wind'd a Gun She Shortn'd S^t At 10 A M Spoke the Privateer Schooner *Peggy* of Antigua on a Cruize At ½ past 10 Dark Cloudy Weather took in top Gal Sails and hauld the Courses up —

At Meridian p^t N^e bore E ½ N Antigua N ¾ W Monserrat W N W and Englishmans Mans head S W B S ½ S ab^t 5 or 6 Leag's Cloudy W^t with rain Washed the Orlup Deck —

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy commanding, Monday, 6 October 1800

Cloudy weather.

At 5. PM. Tacked ship. Sunset the N W. point of Guadaloupe bore N By E 5 Leagues distant, The Saints E By S. six Leagues distant.

A sail being in sight to Windward, sent the *Enterprize* after her. She returned & informed she was an English Brig on a cruize. At midnight Tacked ship head to Northward & Eastw^d Sent the *Enterprize* in chase of a Sail in sight off the weather Bow.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Tuesday, 7 October 1800

These 24 hours begins with Moderate breezes from the N. W. & pleasant weather, received on board two Puncheons of Water by a canoe & three gang casks by the Jolly boat

At 1/2 past 5 A. M. got under way with our convoy, an American Brig & schooner At 6 saw a strange sail to the East^d

At 7. came up with her & fired several shots at her, but by being near the fort which fired two guns she escaped —

At 10. Tacked to the west^d & set Royals & stay Sails —

At 1/2 past 11. took the schooner in tow & tacked to the East^d

At Meridian Light Airs & pleasant

[NDA, original.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 7 October 1800

First part Squally with rain At ½ [past] 1 P M more Moderate Set top Gal Sails —

At 6 P M point North bore S E B E ½ E distance 2 Leagues Antigua W B N Englishmans head S W At ½ past 6 Dark Cloudy Weather took in top Gal Sails and haul'd the Main S^l up At 8 P M Set the Main Sail and Main top Gallant Sail —

At ½ past 1 A M took in Main top Gal Sail At 4 Tk'd Ship to the S^d & East'd At ½ past 6 Tack'd Ship and Set top Gal Sails Saw a Sail to Leeward supposed to be the Schooner *Peggy* of Antigua a British Privateer. At ½ past 9 A M Tk'd Ship to the South'd and East'd At ½ past 10 Tacked Ship to the North'd and East'd

At Meridian the N E point of Antigua bore N W B W 8 or 9 Leagues distance — Caulkers Employed Caulking the Orlup Deck —

Latt'd Obs'd 16.55 N.

[See entry of log dated 22 October 1800.]

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 7 October 1800

Clear weather.

At 4 Tacked Ship to Northw^d & Eastward. At 6 PM. The Saints bore E by N ¼ N. 7 Leagues. Dominica E ½ S 12 Leagues distant. At 9 PM saw a sail off the weather Bow. Made sail in chase. ½ past 9 fired a Gun at the chase. At 10 Called all hands to Quarters let up the Battle Lanterns fore & aft & made every preparation for action. At ½ past 10. spoke her she was a Brig from Martinico bound to Boston.

At Daylight spoke the *John Adams* & his Brittannick Majesty's ship the *Hornet*, Capt Dash.

[J. Sawyer Col., Portsmouth, N. H.]

To Lieutenant Henry Caldwell, U. S. Marine Corps, from Lieutenant Colonel
Commandant William W. Burrows, U. S. Marine Corps

CAMP WASHINGTON Oct^r 8th 1800

L^t HENRY CALDWELL

SIR, I am satisfied with your statement and think the Apology of L^t Jewitt sufficient, if done in the presence of a Friend. It is never beneath a Gentleman & a Man of Spirit to Confess his Error, and I should rather have the better opinion of a Man for doing it. You should not push Matters to extremity; I am no advocate for Duelling, if a Man is forced into a Quarrel, he ought to go thro' it as a Man. —

I must confess, I have been pleas'd wth Cap^t Jewitt and hope, as you are to leave the Vessel, you may part Friends; Either L^t Amory or L^t Hall will relieve you, but I Know not which.

You may call & see your Friend, but after that you must repair to Head Quarters.

Y^r Obed^t Ser^t

W W B
L^t C. C
M C.

[MCA, LS, 1800–1801.]

Extract of a letter from St. Andero, Spain, to a commercial house in Boston, Mass.,
concerning status of captured American vessels

OCTOBER 8, 1800

"I have this moment received a letter from Captain Crocker, of the *Rodolph Frederick*, who is now in Paris, and who was captured by the same privateer that took me, advising, "That my trial comes on the 23d of September, and if it cannot be put off the ship and cargo will surely be condemned. It seems that the Council of Prizes have acted far different in regard to justice from what has ever been represented to me before, as *money* appears to be the guiding principle they act upon. The armateurs have it in their power to offer a greater sum without running any risk; the captured therefore stand no chance. I understand that our Envoys are to leave Paris by the 8th of October, and in all probability a treaty of some kind or other will be made; those cases that are not yet judged, are in hopes of a better chance. The next post will tell me whether I am of that number. Enclosed you have a list of vessels, communicated by Capt. Crocker, that have been tried at Paris, from which you can form an idea how the Council of Prizes have acted —

Ship Pigou, Green, cleared with damages.

Ann and Susan, Pecket, compromised for half ship and cargo.

Petapsco, Hill, do. do.

Peggy, Davidson, do. for 1000 guineas.

Ann, Lord, condemned.

Kitty, Norton, cleared without damage.

Columbia, Corran, condemned, letter of marque.

Woodrup Sims, Hogden, do. do.

Beeby, Gizure, condemned.

Frederick, Clark, do.

Ruby, Reeff [sic], do.

Siavira, Seward, cleared without freight or damage after being twice cleared with freight and damages, and being in France 2 years.

Polly, Tufts, cleared without damage.

Union, Lunt, cleared with damage and interest.

Republican, Simson, condemned.

Portland, Stoddard, do.

Pearl, Latimer, cleared with damages.

Nancy, condemned to the Republic.

Molly, Bardali, condemned.

"Some of the above ships have been condemned, when their cargoes were acknowledged to be American. The captor of the *Ruby*, Capt. Keef [sic], has been heard to boast that she cost him but 500*l*. The greater part of the vessels cleared, were not worth more than from 6000 to 10,000 dollars, and none but what their cargoes and most of the ships have been sold, and after they are finally cleared, they must compromise with the captors for 30 or 40 per cent."

[LC, "The Salem Gazette" (Salem, Mass.), 7 November 1800.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Wednesday, 8 October 1800

These 24 hours begins with Moderate breezes & pleasant weather —

At 2. P. M. tacked ship to the S^d & W^d

At 4. wore Ship to the N^d & E^d same time the Moro castle of S^t Jago de Cuba bore N. by W. dist. 5. or 6. Leagues —

At 5. tacked ship to the N^d At ½ past 5. saw a sail to the East^d cast off the Schooners hawser — At 6. the Moro bore N. W. dist. about 6. Leagues — At ½ past 6. fresh breezes & cloudy with Sharp Lightnings, up M. sail & in T. G. Sails — At ½ past ditto spoke a Brig from Philadelphia bound to S^t Jago de cuba, same time hauled the cutter in. At 8. Moderate & pleasant.

From 8. to 10. Moderate & cloudy, Latter part Light breezes & calm —

At Midnight the Brig & schooner to Windward — From 12. to 4. A. M. Light winds, with calms & cloudy, with Thunder & sharp Lightnings — Moderate & cloudy

At 6. saw a sail to the East^d At 8 wore ship — At ½ past 9. tacked ship to the North^d — At 10. tacked ship to the South^d & East^d At 11. fired 5. shots & brought too a Schooner — At ½ past 11. up courses & in T. G. Sails & hove too, same time sent Jolly boat on board of her. At Meridian the Easternmost Land in sight bore N. E. dist. 10. Leagues fresh breezes & cloudy with small rain & heavy swell.

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 8 October 1800

Clear pleasant weather.

With Main & Fore Sail, Top Sails, Top Gallt Sails, & Jib of Jibs set, we find that the *President* far out sails the *John Adams*.

At ½ past 5. PM. Tacked Ship to N. and Eastward. Tacked Ship several times in the course of this day.

At Daylight the *John Adams* a Mile & a half astern.

At 10 AM. Called all hands to Quarters & exercised the Great Guns.

At Meridian clear weather with Light breezes.

Latitude Observed 14° 38' N.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]
Navy Dept — 9th Oct. 1800

Mess^{rs} JAMES & EBENZ^r WATSON

You will be pleased to charter a Vessel, to take a load of Provisions for the Navy at S^t Kitts, and to go under the convoy of the *New York* Captⁿ Morris, and to carry from 12 to 1400 Bbl^s — The Cargo must consist of the following articles, the quantity of each to be proportioned as below, but must be varied according to the size of the Vessel —

500 Barrels of bread, of the best quality of ship bread —
150 bbls of beef —
150 d^o Pork
20 Hhds Vinegar
20 Tierces Rice
100 bbls Potatoes
20 bbls of Flour, and 50 bbls of beans and pease.

The freight may be paid in New York, deducting the amount of insurance upon it —

Have the bills of lading filled up, deliverable to the Commanding Officer of the American Navy rendezvousing at S^t Kitts — or the Navy Agent at that place.

I am &C

B — S —

P. S. Please to make your arrangements for this provision ship to go either to S^t Kitts or S^t Domingo — I am uncertain which place she will go to —

[NDA. GLB, Vol. 4, 1800–1801.]

To Commissioners of Washington, D. C., from Secretaries of the Treasury, War, and the Navy

[WASHINGTON, D. C.]
9th Oct. 1800 —

Commissioners City of Washington

M^r Brexly of the Presidents family has just arrived, in order to have his House, or at least a sufficient number of rooms prepared for his reception — He will be here before the end of the month —

We beg leave to suggest the expediency of immediately determining what part of the house can be completely finished by the 25th Inst. — of applying the whole labour to those parts — and of giving up for future times, the finishing of what cannot be completed by the 25th We fear the principal staircase is in this predicament —, and if it is, it will be better to relinquish it at once.

The five rooms on the first floor, meaning the two large rooms at the West end, the oval room, and the two adjoining, will all be wanted for the Presidents use; these rooms we think should not be painted with oil, but primed only, as the oil will long continue to smell, and will make the house uncomfortable and unhealthy — perhaps to give the rooms a better appearance, it will be proper to go twice over with the priming — but the rooms above stairs, should only be primed once, if at all, of which it will be right to let M^r Brexly judge —

You will no doubt conceive it your duty, on behalf of the Public, to do all in your power to deliver to the President, this house, in a

state fit for his residence. this cannot be entirely accomplished — but you will take pleasure in arriving as near to this point as possible — We should suppose it to be absolutely necessary, that you should cause good fires to be kept from this time, in every room to be occupied this Winter — in the ground story as well as the other two stories — and that the whole of the rooms should be thoroughly cleansed — Your own good sense will suggest the propriety of hiring a very careful person to superintend the fires — and seeing that no mischief is done —

We must beg your excuse for undertaking to interfere so much with a business, belonging exclusively to yourselves under the President's direction — You must attribute the liberty we take to the true motive — a very great desire that the President should believe on his arrival, that every thing had been done, which could be done for his convenience, and comfort the ensuing Winter —

I am &C

B S — [BENJAMIN STODDERT]

S D — [SAMUEL DEXTER]

OW — [OLIVER WOLCOTT]

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Thursday, 9 October 1800

These 24 hours begins with fresh breezes & cloudy — At 1. P. M. the boat returned from the Schooner, she proved to be an american Schooner from S^t Jago bound to charleston out eight Days —

At ½. past 2. d^o saw a sail to Leeward gave chase. At 3. d^o came up with her she proved to be a small shalop with french passengers from S^t Jago bound to Jeremie, discharged her & made sail to the East^d at ½. past 3. tacked to the N^d At 6. the Eastermost Land in sight bore E. by N. dist. 7. or 8. Leagues & the Moro of S^t Jago W. ½. N. dist. 5. or 6. Leagues moderate breezes & pleasant, same time tacked to the East^d from 8. till 12. stiff breezes & cloudy —

At 9. handed Top G. Sails — At 11. hauled down the Jib — from 12. to 4. A. M. moderate & pleasant — At 5. A. M. set the Jib —

¾ past 7. set T. G: Sails — At 8. the easternmost Land in sight bore N. E. by E. dist. 9. or 10. Leagues. Moderate & pleasant, the Brig & schooner in sight to the West^d —

At 8. shortened sail for the Brig & schooner At 10. bearing down to the Brig — At 11. spoke the Brig & hauled on a wind to the S^d & East^d.

At Meridian the high Land of cumberland harbour bore North dist. 6. Leagues, fresh breezes & cloudy. —

[NDA, original.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 9 October 1800

Light breezes & pleasant

At 5 P M Wore ship head to Eastward. Spoke the *John Adams*, ordered her to keep us comp^d during the night.

Tacked Ship several times in the course of these twenty four hours.

Latitude Observed 14°24' N.

[J. Sawyer Col., Portsmouth, N. H.]

[10 October 1800]

To Wiseham & Shewell, Martinique, from Captain Thomas Truxtun, U. S. Navy

Mess^{rs} WISEHAM & SHEWELL

GENTLEMEN If there are any good opportunities for U S — be pleased to let me know — but whether I have time to write or not — present my best compliments to my good friend M^r Myres at Norfolk

The hurricane season not being over until after the change of 3 in this month prevents my going on shore or leaving the ship. Inform the Americans with you and those that may be with you in future — that I shall give them Convoys from S^t Kitts, as often as it is in my power to do it — consistently with other weighty considerations.

At present the squadron is weak. I hope it will be strong in a short time, and that I shall be enabled to afford the American commerce ample protection

I am your very Obedient Serv^t

U S SHIP *President* OFF

Martinico 10th Oct^r 1800

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To John Gay, U. S. Agent, Martinique, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* OFF MARTINICO

October 10th 1800. —

MY DEAR SIR I cannot well do myself the pleasure and satisfaction to visit you on shore this trip, & we are too far off, for you to expose yourself to the Sun in a visit to me. I hope it will not however be long before I see you.

I should be glad to fill up my water here, and to procure about three tons of good Junk, which I pray you to send me off, if to be had on reasonable terms.

As soon as Captain Cross has received his supplies he will come out, and I pray you to give him dispatch. All American Vessels bound home, should be informed that if they call at S^t Kitts, I will give them convoy as often as I have it in my power, and their numbers make it an object. Since the *Merrimack* sailed with a convoy from your Island I have dispatched the *Baltimore* Captain Cowper with another.

I have directed Captain Decature of the *Philadelphia* to call on you again for supplies when he is in want and to send you his prizes; as I shall keep him generally to windward, unless I have information of the enemy to induce me to do otherwise. Dr. Balfour and Lieutenant Fenwick of Marines are the Bearers of this letter, permit me to introduce them to your notice, and to assure you that

I am always Dear Gay affectionately
your friend &c

JOHN GAY Esq^r

S^t Pierre's —

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Captain George Cross, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* OFF MARTINICO

October 10th 1800

DEAR SIR A number of vessels of the enemy, are frequently passing, between gaudaloupe and S^t Bartholomews, S^t Martins, S^t Thomas &c. Be pleased to cruize off [f] S^t Bartholomews. — to the southward & Northward of that Island, and occasionally well to windward tho' under the Lee of Barbuda, Antigua &c and in this range I hope you will be successful. — S^t Kitts being the Rendezvous I shall be glad you will drop me a line, to care of M^r Clarkson there by every opportunity and I shall be much obliged by your communications. On the first of December you will be at S^t Kitts, to take charge of a convoy and proceed home, mean time send what you capture to that Island — I enclose you my signals for your government in future while on this station and

have the honor to be Dear

Sir your very Ob^t S^t

Captⁿ Cross

Frigate *John Adams*

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

Probably to Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Bartholomew Clinch, U. S. Marine Corps

U. S. SHIP *Constellation*

off New Castle Delaware

October 10 1800

SIR We have this moment Anchored here; last from the Havanna where we took on board 150 thousand Dollars, which is now preparing to be sent forward in our Launch to Philadelphia under Escort of a Corporal & 4 Marines; I have ordered them after having safely deposited the money, to repair to the Barracks to night & return to the Ship tomorrow.

I writ you 23rd July last by Captⁿ Carmick and inclosed a Muster Roll, since which time we have lost two more Men by the Flux which was pretty general thro the Ships Company & fatal to many.

I herewith forward a Muster Roll & shall send on a Cloathing return & Pay list in a Post or two.

I expect the Ship will be detained in Port a considerable time as she stands in need of many repairs & almost the whole Crew will be discharged their respective term of Service having expired.

While we lay off the Havanna 5 Men secreted themselves on board from Shore, One of whom calls himself Charles Morris, a Portuguese, acknowledged to me that he had been Inlisted in New York by L^t Hall as a Drummer to the Marine Corps—That He deserted & made off to Boston where he went on board a Vessell bound to the Havanna, at which place he has been about 3 months &c &c I expect to have the pleasure of hearing from you, and in the mean time have the honour to remain

Your most obedient
humble Servant

BAT. [BARTHOLOMEW] CLINCH, Lt. Marines

[MCA, LR, 1800.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 10th Oct. 1800

GEORGE HARRISON Esq^r

I am honoured with your letter of the 7th Inst —

I should have caused due notice to be given to the Merchants of Phil^a respecting the sailing of the *Delaware* for the Havanna, but all at once I found that station deserted by our public Ships, and instantly ordered the *Delaware* thither without having previously fixed on her destination — I had no idea at the time that she could have been detained two days after the receipt of my orders. I fear however she is still at New Castle, but it being important that she should get to the Havanna without delay, it would be injurious to stop her a single day to convoy. If any Vessels are ready to join her at once Captain Spotswood if still at New Castle will take them in charge.

The Frigates *New York* & *Adams* are both nearly ready for sea. The *New York* will sail in about 8 days for the Windward Islands; the *Adams* nearly as soon for Cape Francois. Both Vessels will take under Convoy all the Vessels ready at New York or Phil^a but how are the Phil^a Vessels to fall in — unless they will first proceed to New York — at this season it would be dangerous for our heavy ships to hover on the Coast for several days — but I am at a loss how to designate a rendezvous. if Vessels want convoy to either Place. You may consult the Captains Morris & Robinson at once as to the places where; and when they receive their sailing orders they may advise you where the Vessels wanting convoy may join them —

With respect to the manufacturing of Rigging, I wish you to judge what is best for the public, and act accordingly —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 10th Oct. 1800 —

THOMAS FITZSIMONS Esq^r

I am honoured with your letter of the 8th Inst — the one to which you refer, was immediately communicated to the Sec^y of State; but it did not appear that any immediate remedy could be applied to the very great evil complained of. Our agreement with the British enterpose obstacles, which could not be immediately removed — Toussant no doubt could have no objection to such arrangements, as to the south side of the Island of Hisp^a as would be most beneficial to our Commerce — The Pres^t will be here in two weeks, and Gen^l Marshall who is now in Virginia will return in a few days, and I hope some proper measure will very soon be taken to remove the just cause of complaint, of the Merchants —

I am obliged for your observations respecting Porto Rico—which shall be attended to —

The *Delaware* is ordered to the Havanna — I should have caused due notice to be given to the Merchants — but all at once I found the Havanna deserted by our Public ships — and I instantly ordered

the *Delaware* to repair thither, without having before fixed on her destination — I had no idea, that she would have been delayed two days after the receipt of my orders —

I fear she is still at New Castle — but it being important that she should get to the Havanna without delay, it would be injurious to stop her a day to convoy.

The Frigates *New York* and *Adams* are both nearly ready for Sea — The *New York* will sail in 8 or 10 days — or thereabouts for the Windward Islands: the *Adams* nearly or quite as soon for Cape Francois — Both Vessels will convoy any Vessels which can join them — but unless the Phil^a Vessels can go to New York, I know not how they can meet — for at this season it is dangerous for our heavy ships to hover near the coast —

I shall be obliged, if you will communicate with the Merchants of Phil^a and suggest immediately to me what arrangement I can make as to the sailing of these ships to be most advantageous to them — For their convenience the ships will if necessary be kept a few days longer in Port, tho' I wish them off. they have been a long time preparing —

The act of Parliament referred to in the order of the British Court of the 12th June, is not to be found here. The British Consul has been written to, on the subject. but I can say nothing until the return of Gen^l Marshall —

I am &C

B S

[NDA. GLB, Vol. 4, 1800-1801.]

To Attwater & Townsend, Middletown, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 10th Oct. 1800 —

ATTWATER & TOWNSEND

M^r Clarkson having complied with my instructions relative to the salvage money in his hands improperly claimed by the Captain & Crew of the *Merrimack*, on account of the recapture of your Brig called the *Anna*, I have ordered you a remittance of 1380 4/100 \$ equal to £569.5.3½ S^t Kitts Currency, being the sum applied by M^r Clarkson to navy purposes —

If you should still be sufferers, the remedy is not within the limits of my authority —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

To the Commander of the U. S. Squadron, Guadeloupe, from B. H. Phillips, U. S. Consul at Curacao

CURACAO, 10th October, 1800

SIR — The United States Ships *Merimack* & *Patapsco* came to our assistance with great promptitude & every disposition on the part of their Commanders, that entitles them to the praise & thanks of the Inhabitants in general, as well as the Americans in particular. —

By their appearance, the designs of the Enemy were frustrated & after the *Patapasco* had entered the Harbour in a few hours, they abandoned their object & fled —

Previous to the arrival of the U. S. Ships HBM frigate *Neriede* had commenced a Treaty with the Gov — and effected a surrender of the Island on Terms of Capitulation & in consequence of which an Embargo has been laid, w^h will continue until a Force arrives from Jamaica & a Court of Admiralty is established; consequently the American Vessels now here amounting to 14 Sail will be detain'd & it is probable others will arrive in the interim —

There has been several American Vessels sent in here in consequence of their having Coarse Linens on board (commonly called Ticklenburg) & it is not unlikely that they will be made Prizes of under the Idea that the said coarse Linen is Canvas —

Now Sir, my Idea is that an American cruizer should be placed to Cruise between Bon Air & Avis or near that neighbourhood to speak such vessels as might be coming here with *any suspicious* Articles to warn them of the probable consequences — Also that considering the large Amount of American property now here exclusive of what may be look'd for that a strong ship be sent down to convoy them thro' the Mona passage

I have the honor to be most respectfully

Sir

Your most Ob^t Serv^t

TO THE COMMODOR OF THE AMERICAN SQUADRON
on the *Guadaloupe Station*

[SDA. French Spol. CA, Curacao, 1797–1801.]

[10 October, 1800]

Extract from a letter from Captain Callender of the brig *Amelia*, captured by the French privateers *L'Adolphi* and *LaBelle Poule*

ALGEZIRAS BAY, 8th December, 1800.

With inexpressible regret I confirm to you the capture of the *Amelia*, of which you have certainly heard e're this. On the 10th October at the entrance of the Streights of Gibraltar, at noon discovered two small sail under the coast of Spain, standing out for us, at half past one o'clock we discovered them to have French colours, that they were wearing us fast with the assistance of their sweeps, being little wind, we prepared to receive them; at a quarter past 2 they commenced firing, endeavouring to get under our stern, which for want of wind we could not prevent. They were soon within musket shot, when we returned the fire. The action continued with some warmth (the largest privateer astern, the other on the starboard quarter) till 5 o'clock, the amunition for our stern chases began to fail; we continued to load them with bolts, chisels, spikes and the grape from the enemy, which having gone through our sails, had fallen on our deck in great numbers; half past 5 we had expended all the bolts, &c. found it impossible to escape, or make further resistance. We were then obliged to strike, and were immediately taken possession of.

They proved to be two French privateers, *L'Adolphi*, captain Mordielle, of 4 guns, 2 twelves and 2 eight pounders with 84 men,

and *La Belle Poule*, captain Drauux of 3 guns, 1 eighteen and 2 four-pounders with 45 men. I had 3 men and myself wounded — they denied having any casualties, which I am certain was false: when Mr. Humphries got on board the privateer, the doctor was putting away some bandages which they had had occasion for. The *Amelia* received considerable damage — the fore-top-mast shot away, all the braces, bowlines, &c. which together with its being calm rendered her unmanageable for the greatest part of the action, and gave them greater advantage than their superior force.

The *Amelia's* rigging is much injured, and her sails are nearly irreparable; she has 83 shot in her hull.

On the passage I made 14 wood guns, fitted waistcloths fore and aft, and had painted the brig as warlike as possible. If I had had wind enough to have governed her, I should certainly have escaped, she made so formidable an appearance, that they never would have attempted boarding. They hoisted the bloody flag (which is a signal for boarding and to give no quarters,) two and an half hours before we struck, which is a proof of their being afraid to attempt it. I was blinded by a musket ball passing too near the eye, at the same time another grazed my left ear, I was nearly cropped and blinded at the same instant.——The chief mate was slightly wounded, one seaman was struck with a splinter on the shoulder, which stunned and bruised him much; he lay for a considerable time, as if to rise no more, but on recovering a little assisted to work his gun till we struck. Another seaman had a piece taken out of his arm by a grape, and was the only person who quitted the deck.

I cannot say too much in praise of the whole crew; all behaved with undaunted bravery, particularly Mr. Humphreys.

The Frenchmen were scarce on board ere they enquired for me; on answering they commenced beating me with their cutlasses — I remonstrated, saying I was blinded and did not see, which to christians would have been unnecessary having my eyes bound up; this had no effect, they continued to knock me down as fast as I could rise; one of my people would have followed to pick me up, but he was soon under the necessity of retiring for safety. I was then dragged along the deck and thrown over the bow, where there was a boat to receive me. I was soon along side the privateer, where at least, I expected better treatment; in which I was deceived, having to undergo another beating from as many as could get within reach of me.

They then stripped me of my watch, hat, neck and pocket handkerchiefs, emptied my pockets and took the handkerchief which bound up my eyes. The crew were not exempt from a share in this correction, but no person was used in so unmanly and shameful a manner as myself. They spit in my face and made use of the most abhorrent epithets in the French language. I had been on board about an hour, when one of the officers gave me a hat, and that night as I lay in a berth in the cabin, one of the officers came down and in a very humane and friendly manner enquired how I was, and then took my sleeve buttons out of my sleeves; he then searched me all over, and found 40 dollars in gold, which I had saved from the first robbers — four and half dollars was all that I had saved, which I got out and shut in one hand while he was taking the sleeve button from the other.

The next morning we were towed into this port in as shattered a condition as ever a vessel was brought in. The wounded were attended to after we had been on board the privateer 22 hours, by a good deal of persuasion on the part of Mr. Humphreys.

We remained on board her two days, then were sent on board the *Amelia* to perform a quarantine. Found our trunks broken open, and emptied; the instruments, &c. with all the cabin furniture gone; left us nothing but our beds. Five or six days afterwards, Mr. Humphreys and the officers were driven out of the cabin, into the fore-castle to live with the seamen, and there closely confined every night.

I was blind for three weeks — indeed it was doubtful whether I should ever see. They told us that all the Americans were obliged to leave Paris, that a Prison would be our portion as soon as we were landed, would not suffer us to write to any person on shore, or speak to any of our countrymen who were passing by.

Our quarantine terminated on the 19th of November, when things changed their appearance, and there is at present very little doubt of our being liberated.

Accounts have arrived from Paris, that the 3d, 4th and 23d articles of the treaty between the two Republics, are to be put into execution previous to the ratification; in consequence of which we daily expect our vessels to be given up.

[LC, "Poulson's Am. Daily Advertiser" (Phila.), 16 March 1801.]

To Swite & Farley, owners of Schooner *Sea Flower*, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 11th Oct. 1800 —

Mess^{rs} SWITE & FARLEY

M^r Clarkson having applied to the purpose of the Navy the salvage money in his hands improperly claimed by the Captain & Crew of the *Baltimore* on account of the recapture of your Schooner called the *Sea Flower*, I have ordered you a remittance of 1354 71/100 Doll^r equal to £558.16.5½ S^t Kitts Currency, being the sum passed to the credit of the United States, as appears by the enclosed account —

If you should still be sufferers, the remedy is not within the limits of my Authority —

I am & C

B. S.

[NDA. GLB, Vol. 4, 1800–1801.]

To Elijah, Jason and John Williams, owners of Schooner *Jolly Robin*, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept. 11th Oct. 1800.

Mess^{rs} ELIJAH & JASON

WILLIAMS & JOHN WILLIAMS

M^r Clarkson having applied to the purposes of the Navy the salvage money in his hands improperly claimed by the Captain & Crew of the *Baltimore*, on account of the recapture of your Schooner called the

Jolly Robin, I have ordered you a remittance of 1704 13/100 Doll^r equal to £702.19.1 S^t Kitts Currency, being the sum passed to the credit of the United States as appears by the enclosed account —

If you should still be sufferers, the remedy is not within the limits of my authority.

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Nav Dep 11 Oct^r 1800

Cap^t ROBINSON

Of the *Adams*

SIR, The Bearer the Abbé Boury a particular friend of Gen^l Tous-saint's will take his passage on board the *Adams* for Cape Francois I request that you will treat this gentleman with every attention & civility — He is to be maintained, on the passage, at the public expence.

I have the honor &c &c

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Saturday, 11 October 1800

* * * * * At half past 5 A M. saw a Brig, hauld our wind after her. At 8 AM Spoke her she proved to be the *Nautilus*, Capt W^m M. Boyd 41 days from Wiscasset bound to Barbadoes, loaded with Lumber Sent the Jolly Boat on Board with the Doctor, supply'd her with some medicine, & a cask of water at ½ past 9. boat returnd. Made sail. * * * * *

Latitude Observed 24° 9' N.

Longitude 50° 50' W

[HS of Mass.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 11 October 1800

Steady Breezes and hazy weather.

People employ'd at necessary duty —

At 12^{at} Night steady breezes and Cloudy — All the Fleet in sight. At 6 AM. made Signal N^o 81. At ¾ past 7 saw S^t pauls Rocks Bearing NE b N. Dist^y 5 leagues. Made signal N^o 23. At 8 am made signal N^o 78 All answerd — At 9 S^t pauls Bore E ½ N 7 leagues.

ten sick men on board.

Lat. Observed 1.3 N

Longitude in 30.25 W

[LC, EPP, 1799-1800.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Saturday, 11 October 1800

These 24 Hours, clear with sultry weather.

At 9 PM. Tacked Ship to Northward & Westward.

The Frigate *John Adams*, went into Martinico this afternoon.

At midnight spoke to English Frigate *Regulus*.

At 4. AM. spoke a Schooner from Roso Dominica. Made & took in sail occasionally.

The *Enterprise* within Hail several times in the course of these twenty four Hours.

[J. Sawyer Col., Portsmouth, N. H.]

[12 October, 1800]

To Secretary of the Navy from Captain George Little, U. S. Navy, concerning capture of *Le Berceau*, French national ship, by U. S. Ship *Boston*

NANTASKET ROAD, Nov. 15.

I have the honor to inform you, that I arrived here last evening, in company with the French national corvette *le Berceau*, citizen Louis Andre Senes, commander, captured on the 12th of Oct. in lat. 22, 50, N. long. 51, W. after an action of two hours. *Le Berceau* was last from Cayenne, on a cruize, mounts 22 nine and two 12 pounders, on deck, and had on board 230 men.

With regret I mention our loss on board the *Boston* — 4 killed in the action, 3 mortally wounded, since dead; among the latter was Mr Samuel Young, the purser, who requested liberty to quit the cock-pit and assist on the quarter-deck. He fell early in the action. — Eight were wounded, but are on the recovery. I have subjoined a particular list of the killed and wounded. It is a cause of satisfaction for me to add, that the officers and crew of the *Boston*, without an exception, discovered courage and firmness during the action; and it would be unjust in me not to acknowledge, that the captain of *le Berceau* fought his ship gallantly, so long as she was in a situation capable of being defended. Soon after he had struck, his fore and main masts went over the side, and his ship was otherwise in a very shattered condition.

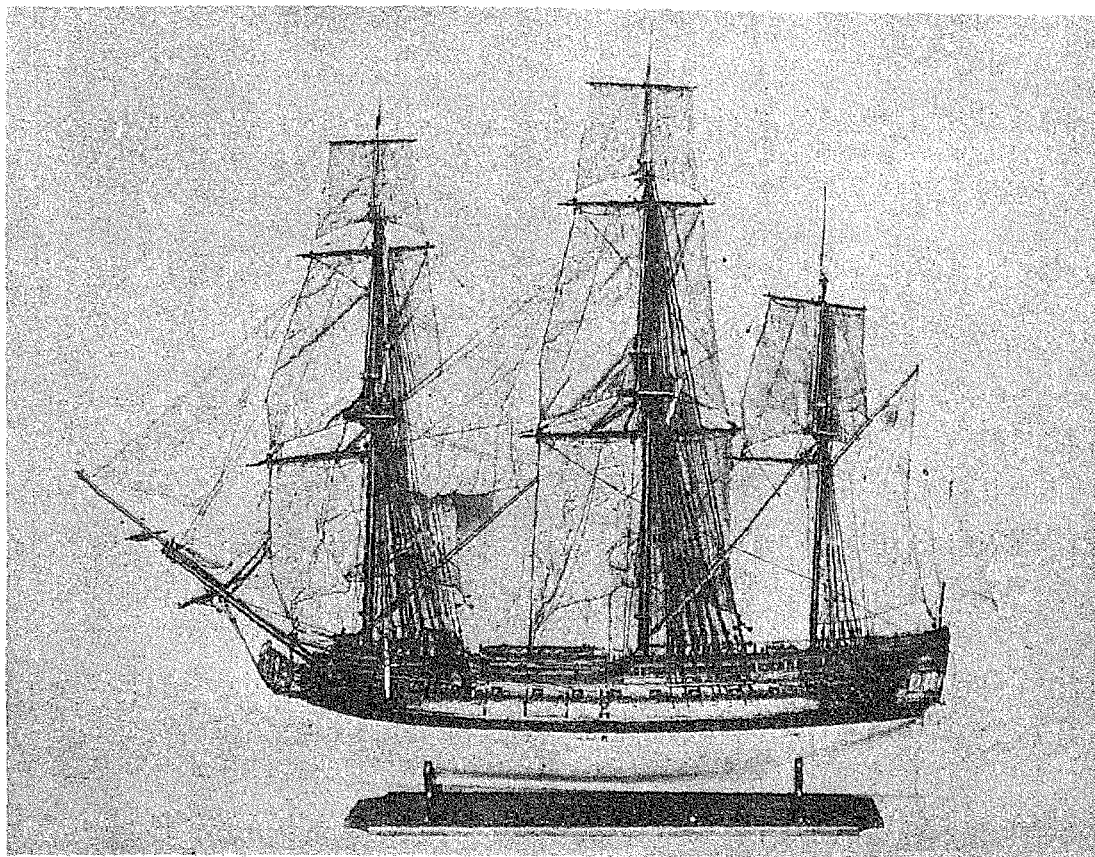
The *Boston* was much injured in her masts, spars, rigging and sails, considering the force of the corvette, which compelled me to return from my cruise to refit. By next mail I shall be able to furnish you with every particular, and

Remain with great respect,
Your obedient Servant,

GEORGE LITTLE.

List of men killed and wounded in action on board the BOSTON.

Wm. Ford, ordinary seaman, killed; James Higgins, do. do.; Mathias Jasey, seaman, do; William M'Kee, marine, do; Mr. Samuel Young, purser, mortally wounded; Thos. Hartley, marine do; Nathaniel Dill, ordinary seaman do; Mr. John M. Haswell, midshipman, shot through the wrist joint; George Grooms, seaman, one leg shot off, the other wounded; Gavin Walkinshaw, seaman, one arm shot



MODEL OF FRENCH FRIGATE LA FLORE, A SISTER SHIP OF LE BERCEAU

off, and part of the other hand; Francis Rese [or Rose], seaman, shot through the thigh; John Runlett, do. shot through the arm; Frank Francis, ordinary seaman, wounded with splinters; John Alfred, seaman, do; John Collins, ordinary seaman, do.

The enemy's loss I have not been able to ascertain, as they had thrown over board their watch and quarter bills, and most of their papers; but from the best information I have been able to obtain, they had upwards of 230 men when the action commenced; 197 were found on board after the action, including the wounded, who were 18.

[An account of this engagement, by Second Lieutenant Louis Marie Clement, of the *Berceau*, is printed in Maclay's "History of the Navy", 1775-1898.]

[F. D. Roosevelt Collection, and NYHS, "New York Gazette and General Advertiser", Dec. 5, 1800.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Sunday, 12 October 1800

***** At 6 A. M. discovered two Sail in the W N W 5 or 6 Leagues distance. Made Sail and Gave Chace. at 8 AM. Discovered them to be Vessels of war, one a Ship the Other a Schooner, the Ship bore away before the wind and Set steering sails below and aloft. the Schooner Hauld her wind to the Northward. I finding it imposable to take boath of them, bore away after the Ship and Set Every Yard of Canvis in Chase of her

pleasant weather

Latitude Observed 22°56' N.

Longitude 51°57' W.

[HS of Mass.]

[12 October 1800]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Monday 13, October 1800

At Meridian the Chase vore S. West distance about 3 Leagues. At 4 P M the ship was Clear for Action. At ½ past 4 P. M hoisted our our Collers and gave the Chase a shot from the bow Gun. She hoisted french Collers and Fired a Gun to Windward. and began to Shorten Sail for Action. at 15 Minutes Before 5 P M Come up with the Ship haile^d her and Ordered him to Strike his Collers to the United States Flag. the Captain replied that his Collors ware two well Made fast to haul down. the Action. emmedeatly commenced. and lasted till 24 Minutes past 5 P M the Sails and riggen of boath Ships being much Shatterd it was emposable to work either Ship in consequence of which we drifted too far a part for our Shot to do Execution I then Orderd all hands to be Employed Repairing the riggen to Commence the action a gain. At 9 P. M the Action recommenced which lasted till 20 Minutes past 10 P. M. When her Fore and main Top Masts ware shot away. She then Struck her Collers to the *Boston* Not long After her Fore and Main Masts went over the Side — which I was sorry to Sea.

Pleasant Weather —

Latitude Observed 22°52' N.

Longitude 52°56' W.

[HS of Mass.]

[12 October 1800]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Tuesday, 14 October 1800

this Ship proved to be the French National Ship *Le Berceau*. Mounting 24 Guns on one Deck 22 long French Nines and 2 twelve pounders and 230 Men Commanded by Louis. Andre. Senes, a Post Captain from Cyenne on a Cruise —

Employed Getting one Hundred and Seventeen prisners on board the *Boston* found in Mustering the Ships Company that we had 7 men Killed and 8 Wounded —

all Hands Employ^d Repairing the Riggins on bord the *Boston* & Clearing the rack on Bord the *Le Berceau* —

I find *Le Berceau* Lost Kill^d in Action 34 Men & 18 Wounded —

Latitude Observed 22°48' N.

Longitude 53°21' W.

[HS of Mass.]

[12 October 1800]

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

[WASHINGTON, D. C.]

Navy Dep^t 30th Dec^r 1800

Captain GEO. LITTLE

Boston

I have lately received a letter from Louis Marie Clement 2 Lieut. of the Prize Corvette *Le Berceau*, with a Copy of a letter from him and the officers of the Corvette to Captain S. Talbot. He complains that they were searched by your directions, and that they were deprived of their money, Trinkets. Watches &c — that the Crew of the Corvette, were confined on *their Bellies* without a Sufficiency of meat and drink and that their Cloaths, Kneebuckles — Ear Rings, Shoes &c &c were taken from them by the Crew of the *Boston*

I doubt not this is misrepresentation — because the conduct complained of would be unworthy of American Seamen — Still I do not think it right to withhold the information from you.

I have the honor to be Sir

Your most ob^t Serv^t

BENJAMIN STODDERT.

Captain GEO. LITTLE

Boston.

[F. D. Roosevelt Collection, and NDA. OSW, Vol. 4, 1800–1801.]

[12 October 1800]

Declaration of French officers of the French Corvette *Le Berceau* against Captain George Little, U. S. Navy, Commanding U. S. Ship *Boston*

Translation

Of the declaration made by Sundry Officers of the Corvette *Le Berceau*, against George Little Esq^r commander of the *Boston* Frigate — Viz^t

We the undersigned officers of the French Corvette called the *Berceau*, declare under Oath before M^r William Stevenson Notary Publick in this City to the following articles.

We declare that the following paragraph which appeared in the "Independent Chronicle" and signed by us is strictly true "We can all of us attest that not only our Knee buckles But our watches, musical instruments, Earrings, our handkerchiefs &c were taken from us, our pockets were searched, and the Buttons were taken from our cloaths, and that we were examined in those parts which delicacy forbids to name, in pursuit of money!!!

We likewise embrace this opportunity publickly to Testify our gratitude and acknowledgment to M^r Haswell first Lieutenant of the *Boston* Frigate who had the greatest regard for the prisoners.

We Attest beside, that the declaration abovementioned was only an obligatory answer to the invectives which have been circulated against us in different News papers, we there omitted many facts which in the present statement we shall prove.

- 1st That fifteen days after the Capture, of said corvette, we went on board of the *Boston* by orders from Captain Little with two Officers and two Midshipmen, immediately on our arrival there our pockets and trunks were searched and all our money taken therefrom with the exception of One hundred Dollars to each officer, and fifty Dollars to each Midshipman, which we received in pieces of Gold valued at Eight dollars each, and which passed for only five or six dollars at furthest, here (this examination was made by M^r Clough second Lieutenant of the Frigate)
- 2nd That two days after, M^r Haswell Captain of the Prize, by order of Captain Little went on board the *Boston* Frigate at Eight o Clock in the morning, that M^r Clough and the Son of Captain Little, who were already on board the Corvette, commenced a search, the example of which cannot be equalled as well on the Officers as on the Master and Seaman; That all the officers were pillaged of their money excepting one hundred dollars left each one; besides their plate, Watches, instruments of musick &c That the Master and sailors were entirely pillaged of their money, of their trinkets, and despoiled of their Best linnen, and even the wounded were examined to their bandages.
- 3^d That the prisoners on board the Frigate were in Irons Two by two by the same arm in such manner that they were obliged to lye down, one on his back, the other on his belly; that the prisoners, master and seamen, who were put on board the Frigate on our capture were entirely Stripped of their money, trinkets and the best part of their Effects.
- 4th That three or four days after our arrival in President's Road — and which was the first moment of our Communication with the Prisoners on board the *Boston*, we learned from them, that from the time of Capture, they suffered for want of water and several of them to sattisfy their Thirst, parted with their remaining cloaths; But that the American Sailors often gave them water from humanity, we equally declare with pleasure that M^r Haswell Commander of the prize, neglected nothing to the comfort of those under his charge.
- 5th We declare in short, the Captain of the *Boston* Frigate appropriated to himself Three Black Cabbins boys, that he kept one on

board the *Boston* named Déchiré and that the other two whose names are Chameau and Thomas have, without doubt, been destined to his service on shore.

In faith of which we have all signed the present declaration at Boston this 10th of February (old stile) 1801, Ninth year of the French Republick

sign'd	CLEMENT	1 st officer
	BORDES —	2 Ditto
	POUTEN	Ensign
	TROUQUEREAU	
	ROBERT	1 st Cuurgeon [?]
	JULIEN PHILIPPE	
	CHAMBARD	

[12 October 1800]

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

[WASHINGTON]

Navy Dep^t 16th June 1801.

SIR A court of enquiry is hereby directed to be holden at Boston composed of Captains Nicholson Talbot & M^eNiell, to set as soon as may be, for the purpose of enquiring into the conduct of Captain George Little commander of the United States Ship *Boston*, on the complaint of the Officers of the French Ship *Berceau*, a prize to the said United States Ship *Boston*, which complaint is herewith transmitted to Captain Nicholson as President of the Court, who will please to notify the other Gentlemen of the time and place of meeting, and also give Captain Little and the said Officers of the Ship *Berceau* due notice of the time and place of the meeting of the Court. And after hearing the parties and their witnesses &c the Court will report to this department without loss of time a state of facts, with the evidence touching the several charges exhibited as above mentioned —

If Captains Talbot & M^eNiell cannot both be obtained, One disinterested officer of an inferior grade may be summoned as a Member of the Court —

I am Sir very respectfully
your humble Serv^t

H DEARBORN
acting Secretary of the Navy

Captain SAMUEL NICHOLSON
Charlestown, M[assachusetts]

[12 October 1800]

To Lieutenant Stephen Clough, U. S. Navy, from Captain George Little, U. S. Navy

Lieu^t CLOUGH

SIR — It is my orders that you search every man belonging to the *Boston*, when they return on board, from the *Berceau*, to see that they have plunderd no money, or taken any thing else from any prisoner —

Your Humble Servant

Sign'd — GEO. LITTLE

Defence of Captain George Little, U. S. Navy, and Sentence of the Court

Mr President and Gentlemen of the Court,

Upon a review of the evidence exhibited by the Prosecutors of Captain Little I am unable to discern the least foundation for impeaching his conduct as an officer or as a man. I therefore dispense with the examination of any witnesses in his favor except those who have been adduced to invalidate the testimony of One whose manifold contradictions are alone sufficient to deprive him of all credit.

It would betray a want of confidence in the candour & discernment of the Court to occupy their time in the examination of witnesses to refute charges so entirely unsupported; and an injudicious anxiety in behalf of Cap^t Little, to presume that any other justification of his conduct can be necessary than what is already established by the witnesses for the prosecution.

From these considerations though surrounded by credible persons who were spectators of all his transactions in relation to the *Berceau* and her crew, which were all public and undisguised; he cheerfully forbears to call them into Court and rests his defence upon the utter deficiency of the evidence produced against him.

Nor should I upon an ordinary occasion deem it incumbent upon Counsel to make any remarks in exculpation of a Defendant against whom no accusation should be supported by a shadow of proof. But when the most audacious practices have been employed to ruin the reputation of a brave officer, who like yourselves was engaged in our revolutionary conflict, and distinguished as a man "without fear and without reproach"; When ungenerous efforts are made to tear from his brow his last and most verdant laurel, by men whose patriotism is manifested only by the malignant ardour which precipitates them into intrigues calculated to debase the character of the American nation, its fleets & officers and to gratify the pride, the passions and even the caprice of another nation; When finally by an incessant and vociferous din continued nearly twelve months these men, at length, have so far deceived the Administration as to attract its attention to their wicked calumnies. It cannot be expected that I should sit down in silence & suppress every allusion to these circumstances, and all comment upon the nature of the charges and of the evidence adduced against the Respondent —

An attentive perusal of these charges shews that they may be all comprised in one. viz Maltreatment of his prisoners. It might seem upon a cursory view as it has indeed been intimated that the charges contain something more and include an allegation of actual embezzlement of prize goods with intent to defraud the Government. But I must insist that no such charge is even specified by Government. The distinction is obvious between a secret taking of goods & effects from an individual with intent to defraud the United States or the capturing crew, and a public seizure of his property without any such design. The first is an offence prohibited by law. The last is no offence in itself but if accompanied by a cruel & inhuman mode of proceeding, the cruelty and inhumanity may deserve censure, while the action is intrinsically right and justifiable — Government may prosecute for every species of fraud or embezzlement of prize goods. It may also forbear to prosecute when the fraud appears to be dubious or of a trifling and insignificant nature. In the present instance it

does thus forbear to prosecute for any direct injury sustained by itself. It merely lends an authority to prosecute a complaint exhibited by individuals for an injury done *them* by its Officers, in which however the national honor is implicated. As the charges therefore now stand if no individual has been maltreated by Capt Little, he could not be convicted, even though it should appear that the United States, or his Ships crew had sustained a damage by his procurement & that other charges might be framed against him; For this Court is expressly precluded by law from trying any charge not specified in the order of arrest.

This distinction however clear is of no moment to Capt Little except as it conduces to simplify the question before the Court and to place the enquiry upon true principles.

It being then merely a question of Maltreatment exercised towards prisoners by Capt Little, I beg leave without a particular recital of the articles to consider the Instances wherein the maltreatment is alledged to have consisted and whether Capt Little be personally responsible for any of them if they actually occurred.

The Instances of maltreatment must be found under some of the following items. First Taking money from the prisoners. Secondly Taking from them other articles. Thirdly Indecent conduct in searching the prisoners. Fourthly, Cruelty in the mode of confining and providing for them. Lastly Kidnapping a part of the French crew.

With respect to the money; The following facts are undeniably substantiated. That three several searches were made of the officers and crew of the captured vessell. The first on board the *Boston* the day following the capture on the quarter deck. The second, upon *other* persons, in the same ship, on the forecastle, a few days subsequent to the first, and the last on board the *Berceau* about fifteen days after the capture. These searches were made in the presence of all who chose to inspect them. The orders of the Captain were to take money and all iron instruments, but to leave one hundred dollars to each commissioned officer & fifty dollars to each warrant officer. Thus far it is agreed the orders were obeyed, and thus far only would Captain Little be responsible, had his officers exceeded their authority.

To this general seizure of money Captain Little made another exception, which may illustrate that part of his character which has been held out to Public view as sordid & avaricious. He restored to the unfortunate Captain Senés all the specie in his trunk, A sum which Captain Senes thought too liberal, which he received with tears of gratitude, and afterwards, when no longer a prisoner, mentioned with the highest encomiums on Capt Little's conduct. A testimony this, honorable indeed to Captain Little and outweighing a thousand peevish censures and bitter invectives from Subalterns and angry Privates. The money thus taken was immediately carried in to the wardroom, counted, and put into a cask with an account of the whole, locked up in a vacant birth and afterwards delivered with punctuality to the last farthing into the hands of the Marshal.

Besides money, some of the persons employed in the search collected at various times eight or ten watches, all silver except one or two which were either gold or gilt, one or two gold rings, some other gilt rings, a half dozen silver buckles, a few quadrants and spyglasses; all of which might possibly be worth one hundred fifty or two hundred dollars.

The watches and other trinkets were also forthwith carried into the ward room, and as some of the witnesses think were put into the same keg. However this may be, it appears by the account exhibited by George Little the clerk to the Captain that these things were not noted. — No traces of the subsequent disposition of these articles appear to this Court, but there is not the least room for a suspicion that Capt Little ever received one of them into his custody —

It might however be conceded for the sake of argument that these baubles were seized and actually divided among the officers of the *Boston* without any regular return or memorandum. Still no offence would be committed within the meaning of any one of the charges. No injury would be thereby done to the *prisoners*. By the right of conquest all the property of the prisoner is transferred to the Victor, cloathing and baggage inclusive. This is evident from the ordinary stipulations of garrisons and armies when compelled to capitulate, and from the examples of countries and cities given up to plunder. The conqueror has a discretion what to take & a prisoner *on his own account* has no cause of complaint for any loss which he sustains by the authority of his Captor. He has no right of *property*, but merely a right of humanity to be cloathed and fed. The law prohibits individuals from *pillaging* a prisoner of any of his effects, but this does not restrain the commanding officer from deciding & seizing what is superfluous. Watches, rings, buckles, plate may be deemed by the conqueror mere superfluities. They may accordingly be seized by him for the use of the captors who are amenable only to their own Government for the future disposal of them. Whatever becomes of the booty, is indifferent to the prisoner, His loss is not aggravated in any event, and property thus taken cannot be intended to be that species of pillage which the articles of war aim to prevent.

It may also be justly questionable whether regard being had to the general usage of belligerent nations, these trifling toys, thus taken from the *person*, come within the description of those effects, the taking whereof from the prize is prohibited by our law. But it is sufficient to glance at this position, the assumption of which is not essential to Captain Little's vindication. If the trinkets were not seizable of right; his written orders did not authorize the measure. If they have been since embezzled; he never received them into his possession. Nor as I contend did he ever *see* them; for the testimony of M^r Haswell to his being in the wardroom when a part of them was displayed upon the table; evidently refers to the period mentioned by Mess^{rs} Soley and Bradford, who testify that Captain Little was *not* in the Wardroom, and M^r Haswell who was then sick and wounded and absent from his birth but a few moments at a time and who cannot swear to the presence of any other person is probably mistaken. But whether present or not, the entire property was left in the wardroom, & in the custody of the officers. Whoever had access to the cask which contained them; Captain Little certainly had none. The only return made to him was an account of the cash which has been produced in Court, sworn to by the Clerk and proved to compare with the return of the Marshal of the District. Thus Captain Little if culpable in any view, would deserve censure not for receiving possession of the toys but for omitting to receive it. It was not however his duty to do more than he did. You Gentlemen have the best information upon this subject, and it is submitted to your opinion whether it be

practicable or prudent for the Captain of a frigate personally to superintend a search, to seize property with his own hands, to take accounts of it when seized or to keep it in his own custody. Like all men in superior stations he must depend upon the fidelity of subordinate agents. They hold their commissions under the same constituent authority with himself and in the present case the officers entrusted with the deposit of the money might fairly be considered as checks upon each other. After issuing discreet & legal orders, it is impossible for the best officer consistently with other duties to descend to minutiae in carrying them into effect.

The next enquiry relates to the mode of conducting the search. In this respect the accusation is conceived in a style of exaggeration, not very creditable to men holding military commissions. These officers have stated in the public papers and repeated in the articles of charge, that they were all examined in those parts which delicacy forbids to mention in pursuit of money. This is false as it respects both officers and men. The former of whom opened and shut up their own trunks and delivered their own money, and the latter were examined with much less rigour than their conduct would have justified. Two men only of their own accord pulled down their trowsers by way of insult, the rest were only ordered to unbutton their waistcoats, and when every device was employed to conceal effects, when bandages were tied round their bodies, money sewed up in their cloathing, shoes, buttons; hid in balls of wax, soap, barrels of sugar, crevices & in short in every place adapted for concealment; what a picture is exhibited of the insolence and arrogance of these men who have raised such a clamour in the country, and involved the Government in such heavy expence, because their brawny bodies were not handled with all the delicacy and decorum that would be proper in a maid of honor undressing a Queen! —

The next instance of cruelty is stated to consist in the mode of confining the prisoners and providing for their support.

This charge is candidly abandoned and it is conceded that they experienced every possible kindness consistent with their situation and fared equally with our own officers and sailors. The ample and uniform evidence of this particular contrasted with their complaints of being grievously shackled and put upon allowance discovers the spirit of exaggeration & malice which characterise every part of the accusation.

The same tone and temper are manifested in the charge of appropriating or in other words kidnapping three black citizens of the Republic. The allegation is destitute of all semblance of truth. One boy only, was recommended by the French Captain to Captain Little and taken as his servant. He was carried with his own consent into the country where he remains happy and attached to Captain Little & his family, and perhaps in as fair a way to become a useful and an honest man, as he would be at Cayenne or St Domingo. In these times too American property being no longer lawful plunder, a French negro may find as few obstacles to the acquisition of property in America as in France — The boy however is free, and at full liberty to go or remain. He has never been demanded by any officer of the French nation.

I have thus taken a survey of this grievous accusation and of the evidence produced in support of it, with all possible brevity and at the

same time with as much attention as my leisure since the adjournment yesterday would permit. My reluctance to delay the court has induced me to submit this defence without the slightest revision, and it shall be concluded with a few general observations.

All who are conversant in Courts of justice are daily witnesses of prosecutions originating in the spleen, the resentment and the malice of mankind. But in whatever of this nature has occurred under my observation I recollect nothing founded upon a basis so flimsy as the present. It is indeed a case of a most singular complexion and I believe unprecedented in the annals of naval or military story. A number of prisoners, citizens of a nation which for ten years has subsisted upon the indiscriminate plunder of all other nations by sea and by land; whose buccaneers have stripped our fellow citizens of uncounted millions; being captured by an American ship within two months after their arrival in the country begin to publish charges of high misdemeanors against the officers who took them. These invectives are repeated and circulated with industry by those friends which that nation finds in every country prompt to proclaim her rights and vindicate her wrongs, but slow to feel and to resent the outrages offered to their own countrymen. The Executive Government is at length deceived and induced to consider it a national concern. A Court martial consisting of respectable officers is convened with great trouble and expence from all parts of the Union, and upon trial it appears that the Defendant has conducted towards his prisoners with the most perfect humanity and kindness and with spotless integrity towards his country and his own Crew. That no cruelty nor any unnecessary severity has been exercised, much less sanctioned; That the Captain of the prize the most proper organ and judge of the pretensions of his own crew has lavished encomiums upon his polite and humane deportment; and (which is most remarkable) that after the capture of a large and well equipped ship of war, among two crews consisting of several hundred men; upon the most severe and extraordinary scrutiny ever instituted on a similar occasion, all that is pretended to be missing from the captured property, are a few paltry watches and gewgaws, which were probably plundered from our own citizens and others. Still farther; not one of these articles ever came to the hands of the Defendant, nor was even submitted to his inspection. On the contrary he relinquished to the French captain a sum more than equivalent to them all.

If upon charges originating in such sources & supported by such evidence, a naval commander is thus exposed to vexation, expence and dishonor; patriotism and fortitude will be requisite to induce honorable and independent men to encounter these dangers: more formidable than those which they meet in battle, and which do not exist in the service of other nations. they are not sure of victory when their enemy is vanquished, but are liable to be led captive by their own prisoners in their own country.

It is Mr President and gentlemen with you under these circumstances to secure to Captain Little the only consolation which he is capable of receiving. By the forms of proceeding in courts of law, the honest innocent man even after an acquittal is sometimes confounded with an equally fortunate though less deserving character. The short and icy verdict of not guilty is all that either can obtain. A Court of honor is competent to do more than this. To approve as well as to acquit and I persuade myself that this court will rejoice in this occa-

sion of doing justice to a brave and meritorious brother officer. Acquainted with the vexation and embarrassments incident to naval command; with the passions of the human heart as the[y] appear in all their unpleasant varieties among the crew of a large ship; You can decide whether Capt Little has betrayed a want of humanity and discretion. Realizing the multiplicity of occupation the incessant anxiety and exertion unavoidable by a Commander in a long cruise, after a bloody conflict with a dismasted prize in tow: You can Judge whether he has been culpably deficient in vigilance and ought to be responsible for the negligence of others — Feeling as men of honor and of spirit, you can appreciate his sensations of the dishonest attempts of his enemies to cover him with ignominy, and to sacrifice him to the rancour of men who with the same pleasure would see your epaulets torn from your shoulders and this ship brought a wreck under the stern of that which flaunts her colours at a little distance —

In making this defence, I have carefully avoided every expression of censure or reproach against the administration by whose order the Court is instituted. No wonder with the unwearied pains which have been taken to deceive, that the Executive Officers should be led to imagine the honor of the Nation concerned in this investigation. Their promptitude in pursuing it affords a laudable example for the French Republic, in the coffers of some of whose naval commanders upon examination would be found not merely a few contemptible baubles but an accumulation of all the American spoil which avarice urged by fury has been able to grasp from the Merchant, the Sailor the Fisherman; from the ship that deepened with the wealth of India, and the shallow craft which scudded from its pursuers, with the gleanings of poor Industry. Should this example rouse the rulers of that country to justice and to imitation then indeed will an important benefit be derived from this trial, to our Country.

After which the Judge Advocate states to the Court summarily the Law & the facts on which the case wou'd Depend —

Court adjourned to Monday Sept^r 7 1801 — to meet on Board at 9. O'clock A M —

(Court met) —

On Board the *Constitution* Frigate — Monday Sept^r 7. 1801 — 9. O'clock A M — pursuant to Judgement & pronounced the Sentence following Viz —

[Sentence of the Court]

And now the Court having heard all the Evidence, and prisoners defence and maturely and seriously considered the whole are unanimously of opinion that the charges are malicious & ill founded —

The court do therefore unanimously and honorably acquit the said Capt Geo: Little of the several articles contained in the charge against him and he is hereby fully and honorably acquitted accordingly —

Signed —

S. NICHOLSON *President*

SILAS TALBOT.
STEPHEN DECATUR
ALEX MURRAY
EDWARD PREBLE. }

GEO: BLAKE Acting
as Judge Advocate
on the Occasion

{ JN^o MULLOWNY
THO^o ROBINSON
HUGH G. CAMPBELL
CYRUS TALBOT

Dated on Board the *Constitution* Frigate Sept^r 7. 1801

Approval of Sentence of Court Martial by Secretary of the Navy

[WASHINGTON, D. C.]

Nav: Dep^t. 25th Sept. 1801.

The Act of Congress for the better Government of the Navy of the United States declares that no person of the Navy shall *pillage* Prisoners on board a Prize on pain of such punishment as a Court Martial shall adjudge. In the aforegoing Case, among several unimportant informal Allegations there is a Charge of Pillage exhibited against Captain Little, and it was for the Trial of this charge principally that the Court Martial was constituted. Not only the Honor of the Nation, but the honor of this Officer was deeply implicated and therefore called for such a solemn investigation. In this trial it was the Government that was the party prosecuting. The Prisoners were only as informing Witnesses in a criminal prosecution. These Prisoners in legal Contemplation are not, neither were they in the Contemplation of Government considered parties. They could not have been in any degree benefitted by a Sentence against Captain Little; because a Court Martial is not competent to decree a restoration of any property alleged to have been pillaged. It is only competent on such a Trial to pass a Sentence of Acquittal or Punishment.—

The Evidence adduced in this Trial clearly proves that the Prisoners on board the Prize have been *pillaged*. It is apparent that Watches, Rings, and Buckles constituting a part of the dress of the Prisoners have been pillaged from them by some Persons belonging to the *Boston* frigate, — that these Articles at the time of taking them were not deemed even by the persons, who took them, lawful prize, — that they were not reported to the Officers of the Admiralty Court as prize to be adjudicated and condemned, that they have not at any time since been produced and that no kind of satisfactory information has yet been given respecting them. But from the Face of the Proceedings of the Court Martial it does appear that the orders issued by Captain Little were perfectly correct and legal, that he was not in any degree a party in this mean and disgraceful pillage, and that the charge against him has no Evidence, positive or presumptive, to support it. I therefore do approve of the Sentence of Acquittal pronounced by the Court Martial in his Trial. —

R^t SMITH

Secretary of the Navy,

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

Case of John Helfrid, wounded during engagement resulting in capture of *Le Berceau*
by U. S. Frigate *Boston* 12 October 1800

SOUTH CAROLINA }
Charleston District }

Personally appeared John Helfrid of the City of Charleston * * * *
deposeth * * * * *

I John Helfrid in the Month of June or July 1800 to the best of my recollection entered on board the Frigate *Boston*, Cap^t Little, at Boston. That being a foreigner and unacquainted with the rules I paid no attention as to who shipped me. She was ordered on a cruise and Sailed from Boston on or about the 20th or 22^d September. That after being out about 20 days, to wit, about 12th October we captured

the Sloop of War *La Berseau*, in which engagement I was wounded. The first man slain was * * * Magee a Marine Haswell a Midshipman brother to Haswell the First Lieutenant was shot through the wrist — Broom a Carpenters Mate had his thigh amputated — Simons a Marine Fifer had his arm shot off close to the shoulder — A man by the name of Casey was killed by the Forecastle. A man named Wilkinson had both of his hands disabled. One John Collins and myself were wounded at same time & by one shot. The Lieutenant of Marines was named [Jonathan] Church. The Doctor's name was Godard and one Midshipman's name was Savage. I belonged to the forecandle larboard watch. I was considered the best helmsman on board and was six hours on the helm when in chase of the above sloop of war * * * *

JOHN HELFRID × his Mark

Sworn to before me this }
22^d July 1835
J. W. MITCHELL * * }

[Va. Old Act Navy Inv. Rejected, 479, John Helfrid.]

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

NEW-CASTLE, October 12th 1800 —

BENJAMIN STODDERT Esq^r

SIR I did myself the honour of writing you a few lines yesterday acquainting you of my arrival, I now send you an estimate of repairs are necessary for the ship previous to another cruize and Indents from the various departments as well as expenditures, with the Muster role & shall wait your orders respecting the crew especially such as whose times hath expired, in the interim I shall go on with such work as is absolutely necessary so as to create as little detention and expence as possible —

I shall now give you a detail of my transactions since my last respects from Cape Francois of the 12th Ult^o at which time I was releived from that station by Cap^t Sever, & am sorry to say that the same kind of discontent prevails yet on board the *Congress* with regard to him and his Officers, & it is my candid opinion that no experienced Seaman can ever agree with him, this I am sure that there is no better Officer in our service than Leiu^t Watson and him I found under arrest for presuming to give an opinion, he [Sever] is a well informed gentleman but has not the practical knowledge of a Seaman & very positive and distant in his civilities towards them —

After I left the Cape I proceeded down the old straits to the Havanna, under many disadvantages, having no one on board that knew anything of the Navigation, and no charts to be depended upon & is without any doubt the most dangerous Passage in the Western Regions it was on that account that I find all the Commanders who had your orders to return by that route from the Cape, avoided it by a sham excuse that Convoy was wanted from thence, and Cap^t Malony I find took an extraordinary one with his convoy all round Cuba, I suffered much for three days & nights, I scarcely closed my eyes and often saw the bottom under the ship when no other Land was to be seen, I related this circumstance to the Spanish Admiral who wondered how I got through with a ship of our draft of water, & was informed by

them, that our Ships can always get a Pilot at Barracoa to take them down, which advice I think proper to give you should you at any time direct our ships that way —

After I got off the Havanna, I was urged to go into Port for three days to take the money on board & was happy to meet with the most polite reception from the Governor & Admirals, who entertained me handsomely & returned my visits on board the *Constellation* when I made all the parade for them in my power as it was the first condecension of the kind, it created a disgust with the Frenchmen & occasioned the Governor to put the Cap^t & Leiu^{ts} of one of their privateers into the Moro for an Insult offered me, I send you a copy of my letter to him [23 Sept. 1800] on that head, & received a polite Message that He should answer it, but I came off the next day with the convoy, and soon after fell in with the *Thunderer* British 74 gun ship, having frequently met with the Commander before he gave us no interruption but let all the Vessels pass when I assured him they were under my protection, I parted with the fleet in Lat: 27° in very variable weather and made the best of my way, and when off Cape Hatteras encountered a very heavy gale of wind but received no damage only found the ship very wet and leaky, the first night we anchored in the Bay we parted one of our cables but brought up with another anchor and next day hoisted out my Launch & got my anchor again, after which we had a fine run up to this place and am happy to say that I have ended my cruise with a great deal of harmony with all my Officers who have generally behaved remarkably well —

I hope you have sent some vessels off the Havanna as I am told of several captures off the Matanzas, I would have waited there awhile but for the want of provisions & it was a general surprize Cap^t Malony's quitting that station at the time he did, for his Men were not in so sickly a state as to justify it

Yours &c &c —

[NDA. A. Murrays LB, 1799-1805.]

To Captain James Sever, U. S. Navy, from Master Commandant Richard Law (junior), U. S. Navy

Copy

UNITED STATES BRIG *Richmond*
Mole St Nicholas Oct^r 12 1800 —

SIR Since I had the Honor of Receiving your Orders onboard the *Congress* have agreeable thereto, been Cruizing from to Leeward of St Iago round to Barrecoa, and once streatched over as far as Heneago, in all which time have spoke nothing but American vessels or British Cruisers, and from very good information, Received from Captⁿ Luster Beebe of the Brig *Fox* of New York (who I boarded on the 28 Ult. a little to windward of St Iago having left that Port the day before where he had been lying for seven Weeks) learn that there is not, nor has been during his stay in that Port, one American Vessel brought in nor a French Privateer of any discription out or in the Port — The North side seems equally useless for a Cruiser either to protect our Commerce, or meet an Enemy — Therefor with humble submission to your superior Judgment, think it entirely unnecessary for one of our Cruizers to be employed in this Quarter as they can Render no service to Government whatever — I shall go into the

Mole and fill up my Water with as much expedition as possible and proceed on my Station again Waiting your further Orders — I have the honor to be

Sir, with every Sentiment of

Respect — Your Obed^t

Hum^{ble} Servant

RICH^d LAW JUN^r

Capⁿ JAMES SEVER Esq^t

*Commanding the U. S. Squadron
on the Leeward Station —*

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

Extract from a letter to Mrs. Israel Thrask, his wife, from Captain Israel Thrask, of Gloucester

Dated PARIS, Oct. 12, 1800.

“Poor Capt. Nath^l Sargent left Paris a few days before I arrived. He is, by dire necessity, driven to a forlorn hope. He and two other Americans have undertaken, as I understand, to destroy the British Navy by means of a new invention of an American by the name of [Robert] Fulton, who is one of the three in the expedition. The invention is a vessel built altogether of copper, called in the French language, “*Batteau Poisson*”, which carries the double meaning of a small vessel and a fish, on account of her navigating under water like a fish. They can live under water, without the least necessity of coming on its surface, for four hours, and by machinery, go at the rate of three miles an hour under water. It is of so wonderful a construction that when they want to change or refresh the confined air in the vessel, which is about every four hours, they are not obliged to show themselves on the surface of the water, but raising themselves pretty near the surface, they let up a tube by which they force out the respirated air and let in fresh.

When they are sailing on the surface of the water and are pursued by the enemy and can't get rid of him otherwise, they fold up their sails, strike their masts and close up their ship and dive under water like a porpoise. Fulton, the inventor of the machine, commands the expedition and has the grade of an Admiral from this government, and Sargent, who is second, has a Captain of a Man-of-War's commission, and the other, whose name I am ignorant of and who with the other two compose their whole company, has a Lieutenant's commission. Their agreement with this government is, for every British Man-of-War they sink, they are to have twenty thousand pounds sterling. They have made several experiments and blown up several hulks laying in French ports, but should they unfortunately be captured by the English, they will most undoubtedly be treated as incendiaries, notwithstanding the commissions they hold from this government.

My heart aches for poor Sargent, to think his situation should oblige him to embrace so forlorn a hope. He deservedly bears a very good character in Paris, and is esteemed by all who know him. There are very few men who have experienced such a continuance of cruel misfortunes as he has done. He has been on the point several times of making a very handsome fortune that would have enabled him to return to America, which he so much desires, but has had always his

property captured, either by the French or English, which has left him as miserable as when he set out.

This leads me to a sad reflection — that a man of the best heart in the world is subject to be driven by a long continuance of adverse fortune and dire necessity to embrace objects that his very nature, in a different situation, would revolt at."

[NDA. SG, H. H. Hough Papers.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 12 October 1800

First part Light Airs and dark Cloudy Weather At 4 P M Exercized great Guns & small Arms — At 10 dark Cloudy Weather with rain took in and made Sail occasionally, At ½ past 2 A M D^o Weather At 4 heavy rain, At ½ past 5 Saw a Sail on our Weather Beam made Sail and gave Chace Tk'd and Saw 2 Sail more —

At 8 A M Boarded the Brig *Fame* from Norfolk to Antigua W^m Newbold Master and the Schooner *Neptune* from Philadelphia bound to S^t Kitts James Jones Master — At 9 made Sail and Wore Ship to the South'd & took in top Gal Sails At 10 Tack'd to the North'd and Set Main top Gal Sail —

At Meridian Boarded the Sweedish Schooner *Lovina* from New York to S^t Bartholomews 19 Days out Tho^s Romley Master Squally took 2 reefs in the top Sails —

[NDA, original.]

To Captain James Sever, U. S. Navy, from General Toussaint L'Ouverture, General in Chief of the Armies of St. Domingo

13th October 1800

Liberty

9th Year of the Republic

Equality

one and indivisible

TOUSSAINT LOUVERTURE *Gen^l* in Chief of the Armies of S^t Domingo
To JAMES SEVER Esq^o Commander in Chief of the U S Naval Squadron
on the S^t Domingo Station

SIR COMMANDER I have the honour of acknowledging the receipt of your letter of the 18th September 1800 which has given me infinite pleasure & it gives me inexpressible satisfaction that you are of the same sentiments as your predecessor Commodore Talbot & that you are disposed to work in concert for the benefit of both Governments I shall have the advantage of seeing you, soon & also of conversing with you on the interest of both Nations

Untill I have that honor believe me to be with the most perfect Consideration

Sir Commander

Your Most Humble &

very Obed^t Servant

TOUSSAINT LOUVERTURE

Translation

L^t T N GAUTIER [U. S. Navy.]

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

[13 October 1800]

Court of Enquiry Convened to investigate conduct of Captain Christopher Raymond Perry, U. S. Navy

A court of Enquiry was convened at Newport, R. I. on the 13th October 1800, on Captain Christopher Raymond Perry, of the U. S. Frigate *General Greene*, charged as follows, to wit,

1st For disobedience of the orders of his Superior Officer contrary to the 24th Article of the Act for the Government of the Navy, in remaining with the *General Greene* nearly one month in port after Captain Talbot had ordered him to depart immediately. —

2^d For being wilfully accessory to the capture of a Neutral Vessel by seizing and detaining, until she was captured by a Vessel of Gen^l Toussaint under his own Guns, the Danish Schooner *William & Mary* contrary to the Presidents orders “that his demeanour be respectful & friendly to the Vessels and people of all nations in amity with the United States” and for receiving a quantity of Coffee on board of the *General Greene*, if not in reward for his share in the capture of the said Vessel; contrary to the 39th article of the Act for the Government of the Navy. —

3rd For oppression and cruelty to his Midshipmen, particularly Simeon Martin, William Rhodes, Joseph Boss (tertius) & Lewis John Dugas. —

4th For bringing in the *General Greene* a large number of swine for the use of his Father's farm and thereby producing so much filth as to endanger the lives of the Crew. —

The Court proceeded to give their opinion and after having maturely and deliberately considered & weighed the whole, on the 1st charge the Court are of opinion that if proper exertions had been made, Cap^t Perry might have got the Ship out of port in four or five days after she went in, and as he has not produced sufficient documents to shew why he did not sail sooner than he did the Court are of opinion, he has in some measure violated the 24th Article for the Government of the Navy. — On the 2nd Charge, the Court are of opinion that Cap^t Perry did not detain the Supercargo and Captain of the Danish Schooner *William & Mary* on board his Ship against their inclinations, nor do the Court think he knew that the Officer of Toussaint's barge intended to capture her when he left the Ship nor that he received the Coffee on that account. — The Court are also fully of opinion that Cap^t Perry never received any money or any thing else, other than the 10,000 lbs of Coffee from General Toussaint for services rendered him while cruising against Rigaud. — The Court do not conceive the Coffee to come under the 39th Article for the Government of the Navy. — Where, in their several protests, the Captain and Supercargo of the Danish Schooner *William & Mary* say there were signal guns fired while they were on board, appears to be false and without foundation — after the Schooner was taken by the barge it is the opinion of the Court that Captain Perry made no exertions to retake or protect her. —

On the 3rd & 4th charges — the Court are of opinion that Captain Perry has been very much wanting in not having proper discipline and good order kept on board his Ship (which is highly necessary on board all Ships of War) which has been the sole occasion of the charges

exhibited against him by the Midshipmen, which are more malicious than otherwise — Cap^t Perry has been very much remiss & highly blameable in suffering the Midshipmen to be punished in the manner that has appeared before the Court but at the same time the Court are fully of opinion that the complainant Midshipmen have been very ungovernable and bad young men. —

[See document dated 24 September, 28 November 1800.]
[NDA. CI 2.CM & CI, 1800-1821.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 13 October 1800

These 24 Hours, clear Weather with Light breezes.

At 7 AM. The Southermost part of Mariegalante bore E. N. E. nine Leagues, The Northermost part N E $\frac{1}{2}$ N 9 Leagues. The Eastermost of the Saints N E $\frac{1}{2}$ E 5 Leagues.

Caught a shark this afternoon.

We were so near to Bassatterre (Guadaloupe) as to perceive several French privateers laying in the Roads.

With all Sail set Fore & Aft, find we outsail the *Enterprize*.

Latitude Observed 16° 5' N.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]
Nav Dep 14 Oct^r 1800

Cap^t ALEX^t MURRAY
of the *Constellation* New Castle

SIR, I have only a short line from you. If the *Constellation* requires repairs, she must go to N York where I wish you had gone at first. I wait with impatience to hear from you.

I am D^r Sir, &^e

[NDA. OSW, Vol. 4, 1800-1801.]

To General James Wilkinson, U. S. Army, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept. 14th Oct. 1800.

Gen^l WILKINSON

There are 8 prisoners at Fort Jay where confined there upon a charge of mutiny on board the *Portsmouth* — I have the honor to request that you will be pleased to direct their release —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 14 October 1800

Clear weather.

At 2 PM. two Sail in sight ahead. Sent the *Enterprize* in chase.

At sunset West part Guadaloupe bore N E $\frac{1}{2}$ N. 3 Leagues: Montserrat N W By N. 12 Leagues. 7 PM spoke the *Enterprize*, who had spoken the chase, a schooner from Martinico. The chase informed the *Enterprize* she had seen two French Frigates to Windward.

At daylight two Sails in sight off Larboard Bow. Gave chase in company with *Enterprize*. There being very little wind, the Schooner outsails us.

Latitude Observed 16° 17' N.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]

Nav Dep 15th Oct^r 1800.

Cap^t MURRAY

SIR, The season is so far advanced — and there are so many Vessels in the Delaware, to be sent to sea, before the Frost, that the *Constellation* by remaining in the Delaware, might retard the other Vessels, & be caught by the ice herself — Under such circumstances, I think it best that you should proceed with the *Constellation* immediately to N York & there discharge your crew without delay & have every arrangement made for putting the ship in proper order to receive another crew. You will be pleased to act accordingly.

I do not beleive all the Vessels now in the Delaware could be got out this winter, if the *Constellation* was to remain there — It may be possible, that the *Constellation* may not be sent to sea for sometime to come — and it is proper that she should be in a place of safety. At N York, however, there will be no interference, should it be desirable to send her quickly to sea.

I will have money lodged with Mess^{rs} J. & E. Watson, for the discharge of the crew &c

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Wednesday, 15 October 1800

These 24 hours begins with calms —

At $\frac{1}{2}$. past Meridian a sail in sight to the East^d — At $\frac{3}{4}$ Past 5. P. M. tacked ship to the North^d & West^d

At 6. cape Nicholas Mole bore. E. N. E. dist. 5. or 6. Leagues & cape Mayze N. W. by N. dist. 6. or 7. Leagues, Moderate breezes & pleasant weather —

At $\frac{1}{2}$. past 6. brought too a sloop from New York bound to Jamaica out 26. days At $\frac{1}{2}$. past 7. dismissed her —

At 11. Tacked ship to the S^d & E^d

from 12. to 4. A. M. Moderate breezes & cloudy with Lightning —
from 2. to 4. calm — from 4. to 8. A. M. Light airs & cloudy —

At 8. cape Nicholas Mole bore E. $\frac{1}{2}$ S. dist. 3. or 4. Leagues, Light
airs inclining to calms —

At $\frac{1}{2}$. past 8. saw a sail to the East^d

At Meridian cape Nicholas bore S. E. $\frac{1}{2}$ E. dist. 5. Leagues. People
employed at sundries Carpenter employed making a bowsprit's
cap. — the old one being sprung so bad that we could not carrey sail —

[NDA, original.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy,
commanding, Wednesday, 15 October 1800

First part these 24 Hours Light winds and Fair weather, all Hands
Employ^d in notting and Splicing the riggen and Clearing the Rack on
board the *Berceau* in Tow — * * * * *

Latitude Observed 22°36' N.

Longitude 53°52' W.

[HS of Mass.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S.
Ship *Ganges*, 15 to 20 October 1800

Hove the ship down, and repaired the Copper on her bottom &c
Riggers and people employed overhauling the riging &c

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate
Philadelphia, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednes-
day, 15 October 1800

First part Moderate Breezes and pleasant Wea At 2 P M Bent
the Mizen At $\frac{1}{2}$ past 2 Tk'd & set the Staysails At 4 Board'd the
Schooner *Jane* of New York Paxton Fowler Master Bound to Antigua
haveing a number of American put on Board by the French Privateer
Schooner *La Union* in Lat^d 19 Long 57 gave them a Cask of Water
At 6 N^o point Gaudaloupe bore S W Antigua W N W 14 Leagues
Deserada S B E $\frac{1}{2}$ E 9 Leag's N^o p^t of Monserrat W $\frac{1}{2}$ S 4 Leag's
Saw a Ship to Wind'd Exchanged Signals with the United States
Frigate *Chesepeak* Captⁿ Baron who sent his Boat on Board, At $\frac{1}{2}$
past 7 fill'd away to the Southd —

At Midnight Tk'd Ship At $\frac{1}{2}$ past 1 A M Squally took in and made
S^t occasionally At 4 Wore Ship to the S^d & East'd At 5 Wore
Ship to the N^o and East'd Squally At 6 the Body of Deserada
S B E $\frac{1}{2}$ E 7 Leagues Saw a Ship to Leeward supposed to be the
Chesepeak, At 8 Tk'd to the S^d & E^d and Exchanged Signals with a
strange Frigate supposed to be the *New York* double reeft the top-
sails — At 9 Squally took in and made Sail occasionally At 11 A M
let one reef out of the topsails At $\frac{1}{2}$ past 11 Tk'd to the N^o & Eastd
At Meridian Squally

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 15 October 1800

Still in chase.

At ½ past 1 P. M. spoke the *Enterprize*, who had spoken the Chase, which was an English schooner. The chase informed Cap^t Shaw, that the U. S. schooner *Experiment* Lieu^t Stewart Commander, had had an action with a French Brig of 18 Guns, & after two hours was taken together with a valuable prize then in company, & carried into S^t Martins. This we fear is too true,[*] as the *Experiment* was to have joined us before this, & from the known character of M^r Stewart, we fear many lives has been lost, as we are certain he never would have struck while a possibility of saving his vessel remained.

Sent the *Enterprize* in chase of Sail in sight

[*This was not true. See entry of 23 October 1800.]

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]

Nav Dep 16 Oct^r 1800

Cap^t JAMES BARRON

care of S HIGGINSON & C^o

Boston,

SIR The *Warren* is allowed besides your Comm^d & Warr^t & Petty Officers, & a detachment of Marines, w^h will be supplied by the Col^o of Marines — Forty five able Seamen & 41 ord^y & Boys — able Seamen to be allowed 17 dolls — ord^y Seamen & Boys from 5 to 14 dollars according to merit — & all to be entered to serve one year, from the Ship's first weighing anchor on a cruise.

You may allow two mo^s adv^s, but previously take care to obtain responsible security to resort to in the event of desertion.

I enclose you a complete sett of Recruiting papers — Every man is to take the oath prior to being entered.

The Instructions enclosed are so ample on the subject of Recruiting that I have only to add — that Mess^{rs} Higginson & C^o will supply you the necessary monies — that prior to your departure you must transmit your account & vouchers to Th^s Turner Esq^t for settlement —

From your activity & zeal I have no doubt but that the *Warren* will be prepared to receive her sailing orders, in a week or ten days after the rec^t of this, & shall forward them accordingly I take it for granted that you must be at Boston, before receipt of this letter; but I have nothing from you, since you were ordered to that place — tho I have heard you were at Phila^a, on your way.

I have the honor &^c

[NDA. OSW, Vol. 4, 1800–1801.]

To Henry Foxall, of the Eagle Foundry, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept 16th Oct. 1800.

M^r HENRY FOXALL

You will immediately make on the Public account, two 18 Lb Cannon of the same dimensions & Caliber — the touch hole of the

one to enter or pierce the cartridge at the usual place — the touch hole of the other to pass through the breech, and pierce the center of the cartridge —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

[16 October 1800]

Extract from a letter from J. T. Barrett of the brig *Hannah*, Captain Callahan commanding, concerning capture

ORONOOKO, Dec. 20, 1800.

"I arrived here yesterday, after being 100 days from Boston. We had the misfortune to be captured Oct. 10, by a Cayenne privateer; took all hands out, except the captain and passengers, put on board a prize-master and 13 men, and ordered the brig for that place; but falling to leeward, after beating 15 days on the coast, and being entirely out of water, we bore away for Oronooko; but the ignorant prize-master ran the brig ashore. — Four days previous we were closely confined below. One morning we were called upon deck, and ordered into the boat, without a coat to our backs, and with but one bottle of water, landed upon a desolate island, which is overflowed entirely with water at spring tides.

"We remained here three days, when, concluding the prize-master meant to leave us to perish; driven almost to desperation by our sufferings and the musketoes and land flies tormenting us excessively, we came to a determination to take the boat the first opportunity, and make the best of our way to Trinidad.

"Accordingly, the next day, when they came to deliver us our scanty allowance of provisions, we made the attempt and succeeded. Trusting to the mercy of Providence, we set sail, 8 of us in number, in an open boat, 12 feet long, without compass, chart, or quadrant, in a dangerous sea. In 3 days our provisions were entirely exhausted, and finding the winds contrary to our first object, we attempted a passage through the islands to leeward of Oronooko, into the main river; but after rowing 50 miles up, was obliged to return.

"Judge of our situation: For 10 days we had nothing to subsist upon but the mountain cabbage, which we boiled; exposed to almost constant rains in the night, and a scorching sun by day; without sleep; afraid to land for the number of wild beasts and snakes; almost exhausted with fatigue and hunger; we could have stood it but a few days longer; indeed capt. Callahan was sinking under it, when we fortunately arrived at a Spanish port; where we were hospitably received by the commandant. After abundant refreshment, he conducted us to another port, where we found three american vessels bound up; on board of which we are distributed at present."

~~MR.~~ MR. BARRETT sailed from hence in the brig *Hannah*, capt. Callahan, for Demerara.

[LC, "The Mercury & N.E.Palladium" (Newport, R. I.), 13 February 1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Thursday, 16 October 1800

These 24 hours begins with moderate breezes & cloudy weather running in for the cape Nicholas Mole —

At ½ past 4. hoisted the cutter out & sent her on shore to the fort —

from 6. to 8. made several tacks beating into the Mole.

At 7. the cutter returned with a Pilot. At 8. I went on board the U. S. Brig *Richmond*, which was Laying in the mole Moderate breezes off the Land —

from 8. till 12. beating into the Mole At ½ past 11. came too anchor, with the small bower in 11. fath. watter Light breezes off the Land.

At 6 A. M. sent the Jolly boat for water.

People employed at sundries under the boatswain.
carpenter employed making bowsprit cap. —

[NDA, original.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 16 October 1800

First part Squally with heavy rain — At ½ past 1 P M Tk'd to the South'd and Set top Gal Sails At ½ past 3 Saw a Sail to the Windward gave Chase At 6 the Eastermost point of Deserada S E ½ S 6 leag's and point N^o Grand Terra S W ½ S 6 or 7 leag's the strange Frigate to Leward At 7 Tk'd to the North'd At ½ past 7 Squally took in and made Sail occasionally At ½ past 8 heavy rain At 9 Set the Main Sail At Midnight Tk'd to the South'd At 2 A M strong Breezes took in the Main Sail At 6 Tk'd to the North'd and East'd At 7 Set the Main Sail At ½ past 9 Squally haul'd the Main Sail up At 10 Set the Main Sail —

At Meridian Light Airs and heavy rain

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 16 October 1800

These 24 Hours stiff Gales with much thunder & rain. At 1 PM. the *Enterprise* came up with us, & informed that the Chase was a small schooner from Guadaloupe, bound to S^t Bartholomews. The Chase informed Cap^t Shaw, that when he left S^t Bartholomews, there was a French Brig there fitting out to go after the Schooner *Experiment*.

At 5 AM. saw two Sails to Windw^d Gave chase. At 7 spoke one of the Sails, being an American Schooner bound to S^t Bartholomews. Informed her there were some French privateers cruising about S^t Bartholomews.

At sunset the N point of S^t Martins bore N W By W ½ W. N part S^t Bartholomews W By N. S part W By S. ½ S distant 5 Leagues. S^t Eustatia S W By S. West point of S^t Kitts S By W. Saba bore S W By W ½ W.

[J. Sawyer Col., Portsmouth, N. H.]

To David M. Clarkson, U. S. Agent, St. Christopher (St. Kitts), from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
off *Nevis* 17th October 1800.

DEAR SIR I met a small schooner Yesterday off S^t Bartholomew's without any papers Whatever, She is loaded with beef and was probably bound to Gaudaloupe, and is as probable French property in toto, tho She had a swedish Jack flying. as this vessel was about four leagues from the land and thus Circumstanced, I have thought it adviseable to send her in to you, so that her true Situation may be ascertained, as speedily as possible by proper investigation & inquiry, and Justice done, by her being made a prize or delivered up, if she is really a Swede

I am Your very Ob^t Serv^t in Great haste

DAVID M CLARKSON Esq
S^t Christophers.

N B Be pleased to write M^r [Job] Wall [U. S. Consul] at S^t Bartholomew's & send him a copy of this letter & have the business settled as soon as possible. T T

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

To T. Handasyd Perkins, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 17th Oct. 1800.

T. HANDASYD PERKINS Esq^r

I am honoured with your letter of the 4th Inst —

All the Officers and Men belonging to a Ship, making a Capture, and actually employed on the duty of the Ship, tho' not on board, or for the benefit of the Crew, are entitled to share the Prize Money —

An Officer performing the duty of two stations on board, can only draw prize money for one of them —

I am & C

B S —

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy,
U. S. Navy, commanding, Friday, 17 October 1800

First & middle part of these 24 hours, moderate breezes & pleasant weather at 6. A. M. the U. S. Brig *Richmond* sailed on a cruize —

At 8. A. M. got the bowsprit cap off & sent the carpenter & armourer on shore to get the Iron work done for the New one — At 10. ditto unbent the Square M. sail & M. T. G. Sail, to repair them. Latter part cloudy. At Meridian compleated watering. People employed mending sails & repairing the rigging & sundries Jobs under the Boatswain —

[NDA, original.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy,
commanding, Friday, 17 October 1800

the first part of this 24 Hours Light winds and Cloudy weather, all hands Employd [repairing] the riggin, On bent the Fore and Main Top Sails that ware Shot all to peaces. Sent down the Main Top G. Mast three Shot throught it — * *

Latitude Observed 22°48' N.

Longitude 55°28' W.

[HS of Mass.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy,
commanding, Friday, 17 October 1800

These 24 Hrs. stiff breezes with clear weather.

At 1 P M. bore up with a small Sweedish schooner [*Little George*] from S^t Bartholomews laden with Beef & Pork; she having no papers, took the Captain & Men out & put some hands on board & took her in tow. At ½ past 1 PM. was alarmed with the cry of fire from below. It proved to be some Cloaths in the Gun Room caught [fire] from a candle. The Commodore ordered the *Enterprise* to cruize between S^t Bartholomews and Antigua, & to be in Bassatterre Roads, S^t Kitts, the 22 Inst. At 7 AM. The Commodore ordered the Prize to S^t Kitts. At 11 Called all hands to Quarters, exercised the Great Guns, & went thro' the manœuvres of Boarding. At Meridian S^t Kitts bore W N W. Nevis West ½ N. Rodundo S W By S. Montserrat S by W ½ W. West part of Antigua S E. distant 5. Leagues.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]

N Dep^t 18 Oct^r 1800

Cap^t ALEX^r MURRAY

New Castle,

SIR, I am honored with your letter of the 13th which satisfies me more of the propriety of removing the *Constellation* to N. York — Were she to go to Phil^a she would remain all the Winter, & probably receive much damage by the ice — but in truth the Delaware is overloaded with ships of war — the ships must go to the resources of the Country.

I have the honor &c

Money has been remitted to Mess^{rs} J & E Watson — to pay the Crew &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept. 18th Oct. 1800

THOMAS FITZSIMONS Esq^r

Captain Morris of the Frigate *New York*, being ready, I shall on Monday, send him his sailing orders, his destination will be the Wind-

ward Islands. I shall direct him to proceed to the Cape's of Delaware, and remain at Kiln Roads two days, for any Vessels from Phil^a ready to take the benefit of Convoy —

My orders will reach him on thursday or friday next — I presume he will sail on Sunday (being tomorrow week) & that he may be expected at Kiln Roads about the following tuesday or Wednesday. If the Merchants of Phil^a can benefit by this arrangement, it will afford me pleasure.

In one week after — that is, on next Monday week, at latest, the orders for Captain Robinson of the *Adams*, will be sent from hence — He will also be directed to call at the Capes of Delaware, & remain two days at Kiln Roads for Vessels bound to S^t Domingo. If you will be so good as to put the substance of this information on the Coffee House Books, it may be useful to the Merchants of Phil^a

I am &C

B S

[NDA. GLB, Vol. 4, 1800–1801.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep^t 18 Oct^r 1800

Cap^t J A SPOTSWOOD

New Castle,

SIR, I am surprised and mortified beyond expression, to hear that the *Delaware* still remains at New Castle Can this be possible? I must urge, that the instant you receive this, you proceed to sea, & to the station assigned you, off the Havanna.

I have the honor &^e &^e &^e

ret^d by Mess R[IDDLE] & BIRD

[NDA. OSW, Vol. 4, 1800–1801.]

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

CURACAO, 18 October 1800

To the SECRETARY OF STATE —

SIR Since my Letters of 21st June 5th July & 2nd August I have not had the Honor to receive any of yours —

I shall postpone giving you a detail of occurrences since my last, suffice &c that on the 13th September the Governor delivered over the Island under Capitulation to Frederick Watkins Esq of H.B.M. Ship *Nereide*, since other Ships have come up from Jamaica with Troops & the British Flag flies on all the Forts —

I expect in a few days to be able to state something with precision respecting the Commerce which may hereafter be carried on this place from America, this depends on one point not yet determind; namely, a provisional Treaty between His Excellency Gov. Watkins & the Gov^t of Carracas, a Frigate has been gone a Week on this errand, for my own part I have no hopes of success, and without a free intercourse with the South of Americans our commerce will die

To this day confusion reigns & from the steps that have been taken it is much to be feared that the Americans will be great losers, a number of American Vessels have been taken who were bound to this place, some of which are sent for Jamaica, four are here, one in particular, a Schooner the *George* of Baltimore, owned by William Patterson, charged with having Canvas on board, the Vessel without Tryal is sent Express to England — I inclose three samples taken from the Bales which the Captors call'd most suspicious — The article is commonly called brown Linen, or Oznabrigs & Ticklenburgh

In consequence of the late Troubles & the frequent calls on me I have been obliged to draw on you this day in favor Jos. Foulke at 30 days Sight for Two Thousand Dollars — D^{rs} 2000. —

I have the Honor to be, most respectfully

Sir

Your Ob^t Serv^t

P^r *Virago*, Capt. FULLER —

C^r P^r *Escape*

[SDA. French Spol. CA, Curacao, 1797–1801.]

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

PHI^a Oct^r 18th 1800

BENJⁿ STODDERT Esq^r

SIR I was honord with your favor of the 14th yesterday, but too late to reply to it by that Post,

I am sorry I cou'd not anticipate your desire, that the Ship should go to New York for her repairs, & as we have commenced that operation, & by M^r Humphry's desire, moved her up to Marcus Hook, it will now be attended with extraordinary expence, & delay to move her again, but I think theres little doubt but we shall be able to do all that is required before the Winter sets in, so as to get her out of the way of the Ice, her Bends are the worst Job, which are very much Worm eaten owing to a great fault in not coppering her high enough at first, for they have never been out of Water since she was first fitted out —

In this interval, with your approbation would it not be adviseable to turn over to the *U. States* all such of our Crew as have Six Months to serve, & recruit anew, for our next Cruise? —

I must beg the favor of you to turn to your Letter book, wherein you will find that you instructed Cap^t Sever to direct me to take the route I have done, & to return to the Delaware, as for any instructions to the contrary, be assured Sir I have never rec^d a line from you since I left America, except a short Letter which I rec^d at S^t Christophers ordering me to Cape Francois —

Your Most Ob^t —

[NDA. A. Murray's LB, 1799–1805.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Saturday, 18 October 1800

The first part of these 24 hours, moderate breezes & squally with rain, sent the Jolly boat for a Load of ballast — At ½. past 4. bent the Square M. sail & M. T. G. Sail — At ditto received a Load of ballast.

At 7. d^o received on board the Bowsprit cap. People employed getting every things compleat about the Jib boom. Middle part Moderate breezes off the Land. At 6. A. M. came on board the harbor master, got under way & stood out to sea. At 8. the Mole bore E. S. E. dist. 4. Miles in chase of a schooner to the West^d at 9. d^o sent the cutter on board, she proved to be an American from New York bound to Port au Prince. Up all chests & Bags, scrubbed & fumigated the Orlop Deck. At Meridian cape Nicholas Mole bore S. E. by E. dist. 2. or 3. Leagues, Light winds & Variables inclining to calms.

[NDA, original.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Saturday, 18 October 1800

* * * * * At 6 A. M All hands Employ^d Sending up a New M T Mast and bending other Sails that ware Shot away this 24 Hours Ends with a Heavy Sea the, *Le Berceau*. in tow —

Latitude Observed 23° 15' N.

Longitude 56° 16' W.

[HS of Mass.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 18 October 1800

First part Light Breezes and pleas^t Weather all S^t set in Chace At 3 P M Squally with rain took in and made Sail occasionally At ½ past 3 hove too Deserada bore S B W ¾ W — 10 or 11 Leag's Boarded the Schooner *Maria* of Portsmouth from Norfolk to Antigua out 15 days Rob^t Holmes Master At ½ past 4 made Sail At 5 Tkd to the S^d & East'd At 6 Deserada S S W At 8 took in main Sail and Jib —

At 4 A M took in the fore Sail and Mizen At 6 the Body of Deserada S W B S dist 3 Leag's Set the fore and Main Sail Mizen and Jib At 9 Tk'd to the N^d and East'd At 11 A M Let the reefs out of the topsails —

At Meridian Deserada S W ½ S 5 or 6 Leagues pleas^t Breezes and hazy Weather

Latt'd Obs'd 16.36 N.

[NDA, original.]

To William Eaton, U. S. Consul, Tunis, from Richard O'Brien, U. S. Consul General, Algiers

ALGIERS THE 19th of October 1800

SIR I wrote you & forwarded you letters announcing the arrival of the[George] *Washington* at Algiers the 17th Sept. on the 9th Ins^t said Ship was ready for Sea & would sail on the 10th for the U. S. but the dey. in a great fury declared to me that if said Ship did not proceed with his ambassador & regalia for Constantinople that he no longer held to his friendship with the U. S. we had no alternative but to acquiesce [acquiesce] or war would be the result and I am Convinced Detention to the Ship & Crew, besides every other loss, from a sudden surprize. It is a forced business — the Ship is under Sail & is to return here god

knows when I suppose in 5 months — I would make no responsibility, but Sir if any accident happens depend on the *first* news Said Potent dey will send out his Corsairs — and take all Americans in order to repay himself — The ship is the Peace of the U S with Alg^{rs} — I have had a Severe Squall

On the 14th Ins^t arrived the Ship *Brutus* cap^t Brown from Livorn in 10 dayes — The dey will insist said Ship will proceed to Rhodes to Bring him a Cargo of Turks — Observe said Ship has 1056 Cases of Oyle & Soap on board — The dey told me that if Said Ship did not go he would oblige her per force — no pay no Consideration for the Cargo — nothing to be Considered but the dey^s own Despotie will — I expect a Successor in the next vessel & the U S. will give the outfit to me if I will ask it the 2^d time I am too heart sick & tired of Barbary to be tempted to stay any longer even the out fit should be — 20 Thous^d dollars — at least after the *General Washington* returns I shall certainly leave this Country whether the U S sends a Consul or not

Crew of the <i>Washington</i>	131	} 331
ambasador & suit.....	100	
negro men women & children.....	100	

4 horses 150 Sheep 25 horned Cattle. 4 lions 4 tygars. 4 antilopes 12 Parrets. funds & Regalia Amt. nearly one million of dol^{rs} I have Sir, 6 weeks past been very sickly. The child has been twice Very unwell, and in fact never more irritated than I have been. We want 6 frigates in this Sea. to wait the event of the *Washington* making the voyage Safe or not.

I wrote you a few lines yesterday & inclosed to you a letter from Capt. Bainbridge — I hope you have the *Anna Maria* with you to Condole you. The British 24 Gun Ship was rejected being small & would not return to Alg^{rs}. There number is as yet 250 in Slavery. The[y] haveing Malta I think will make them attend to Barbary — affairs — Y^r letter for the Swede and dian I delivered to them — I procured a loan of 8 tho^d dollars from the Regency for the *Washington*, as funds for Stambul

Sir Y^r Ob^t Serv^t

O'BRIEN

Consul EATON at Tunis

[SDA. Tunis, Vol. 1, 1797–1800.]

[19 October 1800]

Account of William Brown, commanding the ship *Brutus*, concerning the voyage to Constantinople, of the U. S. S. *George Washington*, Captain William Bainbridge, U. S. Navy, commanding. Also Algerine Spoliations

SALEM, Dec. 11.

On Thursday arrived at this port, the ship *Brutus*, William Brown, commander, in 34 days from Gibraltar, and forty from Algiers. Capt. Brown informs — that the United States frigate *George Washington*, capt. Bainbridge, sailed for Constantinople the 19th October, having on board the Algerine general of marine, and suite, with presents, &c, for the Grand Seigneur. The Dey of Algiers by force compelled captain Bainbridge to perform this service, and threatened in case of refusal war to the United States, and slavery to the officers and crew of the

George Washington. The Dey also insisted, that the ship *Brutus*, captain Brown, should unlade and go to the isle of Rhodes, for a cargo of Turks — no pay or freight to be allowed — but the voyage to be considered as a favor granted by the United States. Through the influence of the American Consul, Mr. O'Brien, and the ship's being private property, and having a perishable cargo on board, she was excused from this service. Captain B. embraced this favorable moment, fearing a further requisition, and quit Algiers, October 25. Capt. B. brought dispatches to the Secretary of State, containing the particulars of this extraordinary affair. Mr. O'Brien, the Consul, and capt. Bainbridge had remonstrated, but were obliged to comply, to prevent a more serious difficulty. Two days out from Algiers, captain Brown was brought to by the British brig *Carmelia*; the Lieutenant of which informed that she was bound for Egypt, with dispatches from Lord Keith; and that his lordship, with the fleet and transports under his command, was destined for Egypt. On arriving at Gibraltar, no one was permitted to land from the *Brutus*, because she was from the Barbary coast — but an American, a resident there, came along side, and informed, That the French marched into Leghorn on the 10th of October, agreeably to the stipulation of the treaty with the Emperor; that the inhabitants were much exasperated at the measure, and that it had excited considerable commotion in that unfortunate city.

The day the *Brutus* arrived at Gibraltar, an American ship, owned by Murray and Mumford, of New York, sailed, and was captured by some Spanish gun boats in a few hours — she had previously been boarded by the same boats, and cautioned against entering Gibraltar, it being declared in a state of blockade by his catholic majesty. She however did enter and sell her cargo of flour; she was carried to Algesiras, and would probably be condemned. The gentleman also informed, that the plague at Cadiz continued its ravages, and that it had spread into the interior of Spain; that it was at Malaga; and that in consequence the English at Gibraltar were very strict in their quarantine regulations.

The next day captain B. took advantage of the convoy of two frigates, which had under their protection 38 transports, most of them full of troops, bound for Lisbon — before they got through the Gut, a westerly wind sprung up, which obliged the whole fleet to put into the bay of Tutean, on the Barbary coast — found there, seven sail of the line, and 45 transports with more troops. Next day was joined by Lord Keith, with four more sail of the line, and a number of frigates. The fleet all that day and night were busily employed in watering, not being able to procure a supply at Gibraltar owing to the dry season, Next day sailed with part of the fleet for Lisbon, leaving Lord Keith with the residue, and most all the troops, at Tutean Bay, from whence it was conjectured that he was to sail for Egypt. Captain Brown left the fleet that night.

While at Algiers capt. B. procured the following information:

Sketch of Algerine Spoliations for the last two years.

27 Sail Neapolitans, Sicilians and Maltese, having British Passports from Lord Keith; vessels and cargoes condemned; crews, 215 condemned to slavery, claimed by the English, and not given up.

17 Sail of Greeks — vessels, cargoes and crews condemned — the Greeks employed as Slaves, and after a service of 15 months given up to the Grand Seignior.

18 Sail of Imperialists, valued at one million of dollars — vessels and cargoes condemned — crews given up to the Grand Seignior.

At Tunis, they have taken 11 Danish vessels, valued at six hundred thousand dollars.

At Tripoli they have captured 24 sail of Swedes.

A Danish frigate by mistake chased an Algerine Corsair ashore near Tunis — for which the Danish Government will have to pay to the Dey Eighty Thousand and to his Ministers Twenty Thousand dollars!

Three hundred and sixty-eight Frenchmen were made slaves in July last at Algiers, but were released at the conclusion of the Peace with France.

The Spanish Consul was 35 days in chains on account of the French taking the brig *Barshaw*. Spain returned the brig and crew to Algiers, accompanied with presents to the amount of 60,000 dollars — which released the poor Consul.

Look out! United States of America! or you will share the fate of the Swedes at Tripoli: — the Danes at Tunis — and of many other Nations at Algiers.

The United States should immediately have six stout frigates in the Mediterranean, to keep Roguers in awe. Should any accident happen to the *George Washington*, in her passage to or from Constantinople the government of the U. States will be obliged to reimburse the Dey all damages he may sustain thereby, or his most Potent Majesty will order his corsairs to capture American vessels.

Among the presents sent to the Grand Seignior were one hundred black slaves, 50 of them females — lyons, tygers, leopards, ostriches, &c. &c. valued at several millions of dollars. Captain Bainbridge was obliged to hoist the Standard of Algiers at his main-top-gallant-mast-head, instead of the American Pendant!

The *George Washington* sailed on the 19th of October, upon her new voyage, and may return to this country possibly in July next. She had carried out to the Algerine Government large supplies of stores, which were received on account of the annual stipulated payments from the United States. The English had offered a frigate for this purpose, but the Dey did not like to trust them, for fear they would secure the treasure to themselves, as there had been a serious misunderstanding with them. — Several Danish vessels were forcibly taken into possession, and ordered for the Isle of Rhodes upon a similar business with the *Washington*. —

The English Consul was at first refused a reception at Algiers, but was finally permitted to remain there.

Notwithstanding the treatment Capt. Bainbridge received from the Dey, the American Consul, and flag is more respected there than any of the European nations. The Algerines observed to capt. Bainbridge, that he ought to consider it a great mark of the dey's favour, to go upon his Majesty's special business to the Grand Seignior — adding, that it was an honour he would confer on very few others. There are about 2,300 European slaves in Algiers — some of them from the first families in Europe. The place appears very strong, but 6 or 8 Seventy-fours could batter it to pieces.

Mr. O'Brien had written home to the American government, requesting that another Consul might be sent out to supercede him.

[LC., "Poulson's Daily Adv" (Phila.), 19 December 1800.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy commanding, Sunday, 19 October 1800

* * * * * Sent on bord the prize the old Main Top Mast to Make Jurey Mast —

Heavy Sea the prize in tow —

Latitude Observed 23°58' N.

Longitude 57°1' W.

[HS of Mass.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 19 October 1800

First part pleas^t Breezes and hazy Weather 7 At ½ past 3 P M Tk'd to the S^d and East'd At ½ past 4 Saw a Sail to Windward took a reef in the topsails and Tk'd to the N^d & East'd Set top Gal Sails and gave Chace At 6 Deserada bore S ½ W 8 Leagues all S^t set in Chace At ½ past 8 Boarded the Brig *Adventure* Tho^s Miller Master from Norfolk bound to S^t Kitts 19 Days out At 9 Tk'd to the S^d & E^d At Midnight took in top Gal Sails At Day light saw a Sail to Wind'd made S^t and gave Chace At ½ past 7 A M Boarded the British Ship *Suden* John Walker Master from the Coast of Africa with 303 Slaves bound to S^t Croix 45 Days out At 8 made Sail At 11 Squally took in and made Sail Occasionally At Meridian Deserada bore SS W 3 Leagues — Latt'd Obs'd 16.40 N.

[NDA, original.]

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

[WASHINGTON, D. C.]

Nav Dep 20 Oct^r 1800

Cap^t TRUXTUN or
Commanding Officer, on
the S^t Kitts Station.

D^r SIR, The enclosed is a copy of my letter to Cap^t Jewett of the *Trumbull*. This goes by Cap^t Morris of the Frigate *New York* — who joins you & is to act under your command — I have also enclosed copy of the orders to him. Both these Vessels, take a Provision Vessel under convoy. The enormous expence of Prisoners at S^t Kitts, has induced me to send more Provisions than the Vessels can want, to lessen the expence of the Prisoners — but the true way of lessening the expence will be to send those that cannot be quickly exchanged to the United States as fast as possible.

As fast as I can, I shall send other Vessels to join you — Porto Rico has become a place more necessary than ever to be attended to — It is said many Privateers rendezvous & carry a great many American

Vessels into St Johns — Pray keep Cruisers constantly about this Island.

There is nothing of news worth communicating. It is very uncertain whether our Ministers at Paris will make a Treaty. Nothing indeed has been heard from them since the 17 May.

I send you some News-Papers.

I have the honor &c &c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Nav Dep 20 Oct^r 1800

Cap^t RICH^d V. MORRIS

New York

SIR, The Frigate *N York* under your command, being now ready for a cruise — you will be pleased (taking the Provision Vessel loaded by Mess^{rs} J & E Watson, and all the Merch^t Vessels which may be ready, & bound for the Windward Islands, under your Convoy) to proceed, first to Kiln Road in the Delaware, where you will remain two days for Vessels from Phila^a & from thence to St Kitts, to Join the Squadron under the command of Cap^t Truxtun, under whose orders you will then act.

You will afford all the protection in your power to the Vessels which sail under your convoy & see as many as may be practicable, safe to their destined Ports. The Vessel with Provisions for the Squadron at St Kitts, will either deliver her cargo at once to our ships, should any be in Port, requiring Provisions — or to the Navy Agent at St Kitts, as circumstances may require.

Should you not meet with Cap^t Truxtun, on your arrival at St Kitts, and should be ready for a cruise, before his return into Port — it may be well for you to make a short cruise to the vicinity of St Johns Porto Rico, where I understand many French Privateers harbor, & from whence they do considerable injury to our commerce. In this case, it will be proper for you to leave a letter with the Navy Agent for Cap^t Truxtun, informing him of your course and the time of your return.

Should any circumstance have removed from the Guadaloupe station, Cap^t Truxtun & Cap^t Decatur, both of whom are your Senior Officers, you will in that case assume the command of all our Vessels on that station, & employ them until further orders for the protection of our Commerce & the annoyance of French armed Vessels.

Should there by any merch^t Vessels not quite ready at N York, wishing to take the benefit of your Convoy, they may join you in the Delaware.

As you have already full Instructions for the government of your conduct on a cruise — I will not add on that subject.

Wishing you great success & glory

&c &c &c

[NDA. OSW, Vol. 4, 1800–1801.]

To the Navy Agent at St. Kitts from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 20th Oct. 1800.

The AMERICAN NAVY AGENT AT S^t KITTS—

I have the honor to inform you, that I have ordered to your address a Vessel under Convoy of the *New York* with provisions for the Squadron on the S^t Kitts', Station —

If the ships can take in the provisions, it had better be done at once to avoid the expense of storage —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Nav Dep 20 Oct^r 1800

Cap^t MORRIS

SIR, The brig *Amazon* Cap^t Rice, will probably sail under your convoy for Martinico I recommend this Vessel to your protection — & M^r Malherbe, who takes his passage therein, to your good Offices.

I have the honor &c

I enclose a List of the }
Distinguishing Flags }

[NDA. OSW, Vol. 4, 1800-1801.]

[20 October 1800]

Statement of David M. Clarkson, U. S. Agent, St. Kitts

Sales of the French Sloop *Phoenix* captured by the U S Ship, *Merrimack*, Moses Brown Esq^r Commander

1800	Sold to David L. Abarbanal, for.....£	300	—	—
	CHARGES			
	Paid advertising Bill, &c.....	2 . 14. —		
	paid man to take care of Vessel 11 days.....	10 . 7. —		
	paid 2 Negroes, 15 days, @ 9/-.....	13 . 10. —		
	My Commission, on £ 300., @ 7½ P ^r Cent.....	22 . 10. —	49	1 —
	Net proceeds £	250	19	—

Errors Excepted

S^t Kitts October 20th 1800

Duplicate

DAVID M. CLARKSON

[NDA, XZ.]

Extract from journal of U. S. Brig *Augusta*, Lieutenant Archibald McElroy, U. S. Navy, commanding, Monday, 20 October 1800

These 24 hours begins with Calms — At 1. P. M. a Light breezes sprung up from the North^d — same time tacked to the West^d

At 2. ditto tacked to the North^d & East^d At 4. ditto the East end of Tortuda bore S. E by S. dist. 5. or 6. Leagues, Moderate breezes & cloudy.

At ½. past 4. called all hands & punish'd with 12 Lashes William Witty Seaman for insolence & disrespect to one of his Officers. After which was solde at public Vendue the cloaths belonging to Charles Johnson Quartermaster deceased. At 6. the East end of Tortuda bore S. S. E. dist. about 5. Leagues Moderate breezes & pleasant —

At 8. tacked to the North^d — & in T. G. Sails At 11. hauled up F. Sail —

At 1. A. M. hove too head to the N^d & E^d At 2. d^o double reef'd the T. Sails & hauled down the Jib, squally with rain.

At 3. d^o Moderate & Cloudy. At ½. past 7. filled the M. T. Sail, set courses & T. G. Sails hauled on a Wind to the N^d & W^d. At 8. moderate & pleasant — at ½. past 8. a hard Squall with rain up M. sail & in T. G. Sails, Lowered down the T. Sails on the Cap. At 9. Moderate & cloudy made sail — At ½. past d^o Set T. G. Sails. At ½. past 11. in T. G. Sails, single reef'd F. & Aft M. sail & eased a ¼ of the Jib boom in. At Meridian stiff Gales & squally with rain same time tacked to the S^d & East^d —

[NDA original.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Monday, 20 October 1800

* * * * * Bent a New Main Top Sail —

Sent the boat on board the Prize with with two Spars, for Shears to raze the Jury Fore Mast —

At 9 AM. sent the Carpenters on Board the prize to raze the Jury Fore Mast — the Prize in tow —

Latitude Observed 25° 4' N.

Longitude 57° 55' W.

[HS of Mass.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 20 October 1800

Commences with fresh breezes & hazy weather. At 3 pm, call'd all hands to muster. At ½ past 3 call'd all hands to Quarters — exercisd the Great Guns, & the Sails, the Marines went thro' an Exercise also. At 7 took 1 reef, in M. T. Sail. At 8 all the fleet in sight At 1 am. hoisted Mizzen T. sail. lost sight of the Brig *Sally*. At 2 am. carri'd away fore topsail sheets. bent the same & set the Sail again. At ½ past 4 am. Carried away the hauser that We tow'd the Brig *Exchange* with. Shorten'd Sail. At 10 am hove too, took *Exchange* in tow again and made Sail. ten sick men on board.

Lat. Observed 11.24 N

Longitude in 42.34 W

[LC, EPP, 1799–1800.]

Extract from log book of U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 20 October 1800

* * * * At 1 P. M. discovered several sails to Southw^d & Eastw^d made Sail in chase.

At 3 P M saw them run into a small Bay at the N. W. end of Guadalupe under the Guns of the Fort.

In passing by could perceive that they were all French Privateers; one a Ship of about 20 Guns, a Brig of 18 Guns, & the rest Schooners, all armed.

As they were sailing from the Land, had we hove in sight one hour later, we should have been able to cut off their retreat & have taken every one of them. They run out in the night.

Made and took in Sail occasionally.

[J. Sawyer Col., Portsmouth, N. H.]

To Lieutenant Thomas Calvert, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 21 Oct^r 1800

L^t THO^s CALVERT
of the brig *Norfolk* Balt^o

SIR, I am honored with your letter of the 18th ins. From your description of the *Norfolk*, I have no doubt it is better to sell her than to repair her. Please, therefore, have the crew paid off & discharged, except a sufficient number to take care of the vessel — all her military & other stores, Guns & Iron ballast landed & delivered to the Navy Agent, M^r Arch^d Campbell.

M^r Turner will write you particularly as to the forms to be observed in paying off the men, & M^r Campbell will supply the money — Until the men are paid they should be supplied with fresh provisions.

I am &c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept — 21st Oct^r 1800.

ARCHIBALD CAMPBELL Esq^r

If you can procure 40 or 50 or even 100 Tons of the best Russia Hemp, at a price not to exceed 250 Dolls p^r Ton — be pleased to make the purchase, for which the money shall be remitted you when needful.

The *Norfolk* I find has arrived at Baltimore, very leaky, and in want of considerable repairs — Be pleased to cause the crew to be discharged, except so many as may be necessary to take care of the Vessel; have all her military & other Stores, and Iron ballast taken on shore, and sell the Vessel, her sails & Rigging, anchors and Cables on the best terms in your power. It will be better for the United States to buy a new Vessel, than to repair the *Norfolk*—

I am &C

B

I have directed 8000 Doll^s to be remitted to you —

[NDA. GLB, Vol. 4, 1800–1801.]

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

MARCUS HOOK Oct 22^d 1800

BENJ. STODDART Esq^r

SIR From the positive manner in your last communication, ordering me to take the ship round to New York I am involved in difficulty & distress in not immediately obeying your orders but beleiving as I do that the ship can be got for sea in six weeks from this and having gone so far in landing my guns and stores previous to any hint of your wishes I deem it necessary to wait for further instructions being well convinced that you could not be acquainted with the present state of things here and the forwardness of the other vessel of war in the Delaware, or putting the worst construction on present advanced stage of the season should appear impracticable to get out before the Ice makes to endanger the navigation we can take the ship up to the City to a secure wharf, besides I find great confusion among my men whose time hath expired & who are now the major part of my crew it would be attended with serious consequences the attempt to go to sea again before they were paid off: I hope you will coincide with me in suffering us to go on with our work circumstanced as we are now —

[NDA. A. Murray's LB, 1799–1805.]

To Commissioners of Washington, D. C., from Secretaries of State and the Navy

[WASHINGTON, D. C.]

22^d Oct. 1800

COM^{rs} CITY OF WASHINGTON

The President may be expected in a very few days — and M^{rs} Adams very soon after. They bring a number of male & female Servants. It will be impossible for them to obtain even temporary accomodations for so large a family should not the President's House be prepared for their reception —

It appears then really important, that you should put as many workmen as can work in it, on that House for one week, that the apartments intended to be occupied, may be finished time enough to be cleaned and aired before the arrival of M^{rs} Adams — In the present scarcity of good workmen, it is to be lamented, that any should have left the Presidents House. We are certain that the President himself would not be dissatisfied if the little houses in his Neighbourhood, should remain this Winter, and the intended removal of these houses we understand is the cause of the workmen's leaving the work. Can-not you yield this point? We are willing to take upon ourselves the responsibility —

Pray suffer no more painting to be done in any Part of the house —

JOHN MARSHALL
BEN. STODDERT

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy.
commanding, Wednesday, 22 October 1800

* * * * * all hands employ^d refitting the riggen

At 8 P M. Sent the Carpenters on bord the prize to raze a Jury Main Mast

People employd Sending up Top G Masts on bord the *Boston*
 Pleasant weather the Prize in Tow
 Latitude Observed 26°44' N
 Longitude 59°56' W.

[HS of Mass.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 22 October 1800

First part pleasant Boarded the Schooner *Adventure* of Halifax from D^e bound to Martinico Benjamin Carlisle Master taken by the French Privateer Schooner *Harmony* of Gaudaloupe in Lat'd 23 on the 7th instant and on the 15th in Lat^d 15 Long 60 the Captain and Mate recaptured her from Seven men the Prize Master was killed in the Scuffle they gave 4 of them the Boat At 2 P M Set the royals At 6 Antigua bore W B S $\frac{1}{2}$ S 9 or 10 Leagues Tacked to the South'd & East'd. At 7 took in royals At 11 Squally with rain At 1 A M took in top Gallant Sails and Spanker At 2 Tacked to the North'd and East'd At 4 Squally — At 6 A M Deserada bore South 6 or 7 leagues Set top Gallant Sails and Spanker —

Meridian pleasant —

Latt'd Obs'd 17.19 N.

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 22 October 1800

At $\frac{1}{2}$ past 2 P. M. brought up with small Bower Anchor in Bassatterre Roads, S^t Kitts, 9 Fathoms water $2\frac{1}{2}$ Miles from the town of Bassatterre. Found the U. S. Ship *Chesapeake* Cap^t Sam^l Barron, lying in the Roads.

Hoisted all the empty water Casks from out the Force Hold & put them on the Birth Deck.

At 11 P. M. arrived the U. S. schooner *Enterprise* Lieu^t Shaw, who, agreeable to the orders of the Commadore, had been cruizing between S^t Bartholomews & Antigua, had taken nothing.

Got a number of peices of Kentledge Ballast from the Fore Hold to be put in the Main hold, in order to lighten the Ship by the Head.

* * * * *

[J. Sawyer Col., Portsmouth, N. H.]

To Honorable Robert Thomson, His Britannic Majesty's Governor of the Islands of St. Christopher, and Commander-in-Chief of the Leeward Islands, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* BASSATEER ROADS
 (S^t Christ^s) 23rd October 1800

SIR General Leverett — [&] the french passengers in your Island, captured by our squadron and Sixty seamen prisoners will depart to day for Gaudaloupe, in consequence of the two men threatened with death by the Governor of that Colony being releas'd and Sent here.

together with all the Americans who were prisoners at Gaudaloupe. As there will remain at S^t Kitts but about ninety french Seamen, prisoners to the United States, shall I request the favor of you in the name of the United States, to permit General Rigaud to his parole or if this cannot be granted, to permit him to remain at some room under guard, as the Jail is a horrid place for any man of rank. I shall soon have the pleasure of paying my respects to you in person at present I am very busy, Making Arrangements for the Squadron.

I have the Honor to be sir with Great respect
your very Obed^t humble Serv^t

Hon^{ble} ROBERT THOMSON Esq
Governor Com^d in Chief
of the Leeward Islands &c &c &c.

[HS of Pa. NDA, Truxtun's LB 1800–1.]

[23 October 1800]

To Purser John Martin, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

SIR The Recaptured Ship *Ruth*, has been valued and the business Settled by the publick agent at S^t Christophers, You will therefore Call on M^r Clarkson, and receive from him the proceeds, which you will pay to the Officers & Crew of the *President* agreeable to Law, without fee or reward

I am Sir Your very Ob^t Serv^t

U S SHIP *President*
ROAD S^t CHRISTOPHERS
23^d Oct^r 1800.

M^r JOHN MARTIN *Purser*

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

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

U S SHIP *President* ROAD OF S^t CHRIST^t
23^d October 1800.

L^t SHAW

SIR Your letter to me, Your Surgeons letter and your own appearance, are Sufficient to convince me, that a change of climate is necessary for the Restoration of your health, I therefore grant your request to return to America, but you must first settle all the *Enterprizes* accounts with M^r Clarkson the agent at Bassateer.

L^t Sterrett will take charge of the *Enterprize* for the present, or untill you resume the command of her. Your Surgeon Dr Harris complains of ill health, if a restoration of it is deemed unlikely in this climate of which you will Judge, he has my permission to return with you, but not if it is probable his health will be restored to him in these climates

I have the Honor to be Sir your very
Ob^t humble Serv^t

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

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

UNITED STATES SHIP *President*
Road of S^t Christophers 23^d October 1800

DEAR SIR As the majority of your men, will not be exonerated from their Obligations to the United States, agreeable to the term of their Enlistments until June next, it would be highly improper for you to leave this station, until I have some further advices from the Secretary of the Navy, on the Subject of the squadron, especially as he cannot contemplate by his instructions a return of your ship by via of *C F and H* [Cape Francois and Havana], untill the majority of the mens times have nearly expired.

The French appear to have fitted out lately a number of letters of marque, with cargoes for france, several have been captured by our squadron after leaving Gaudaloupe.

You will therefore be pleased to proceed from hence in course of the morrow, under the Lee of Antigua & Barbuda & from thence up to windward off point Antigua & Deseada and cruise with Vigilance against the enemy in & about this tract. Always attack any ship of force you meet under the french flag, except a two or three deck, d ship of the line and bring hither if practicable all your prizes, from whence they will be sent under convoy to the U S except recaptures which may be always or most generally settled here, without putting the owners or Underwriters to unnecessary inconvenience.

It will not be necessary for you to go into port again untill the first of December next, but you will on that day or thereabouts anchor here accidents excepted, that is it will not be necessary to go into port, unless you should capture or recapture some valuable vessel & bring her under your own convoy to this road or some other.

As Seamen can be got here on the terms allowed by our Government such of the *Congress's* Men as wish to enter and go home in our merchant vessels. wanting men, you had better pay off & Discharge, so that they remain contented & satisfied with the service, but keep them in good Humour at all events

I have the Honor to be Dear Sir with
 great respect & Esteem your
 very Ob^t S^t

SAMUEL BARRON Esq^r
Frigate Chesapeake

P S Since writing the above letter I have received a petition from a number of Masters of vessels now ready to sail or nearly so you will be pleased to take them under your convoy and proceed Northward, as far as the Tropic of Cancer, and return as soon as possible to the station given you, in the annexed letter, inform these captains that you will sail on Monday next.

T T

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

[WASHINGTON, D. C.]
Navy Dep 23rd Oct^r 1800

Master Comm^t COWPER
Care of WILL. PENNOCK Esq^r
Norfolk

SIR, You will immediately proceed with the *Balt^o* to Balt^o & there discharge her crew.

In paying off your crew, a proper Officer must attend to see that Justice be done to them as well as to the U States — & your Purser must be careful to make the proper deductions for payments on Powers of Attorney, during the cruise — & the 20 Cents per month, to commence from the 1st day of Sept^r 1799, agreeably to the Act of 2^d Mar 1799 “for the relief of sick & disabled Seamen”.

As soon as the crew is paid off, you will be pleased to send on your Purser to this place, with all his accounts & vouchers for settlement — & if you have any accounts of your own unconnected with his, you will be pleased to transmit them.

M^r Campbell will supply the necessary monies for paying off your crew &c —

The reason why you are ordered to Balt^o, is because it is probable the *Balt^o* will be sold.

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *Boston* Captain George Little, U. S. Navy, commanding, Thursday, 23 October 1800

* * * * * At 6 P M. departed this Life, M^r Samuel Young Purser of the *Boston*, from a wound he received in his right Brest in the Action with the, *Le Bearceu* At 9 P M Committed the Body of the Deceased to the Deep with the Honours of war —

At 8 A M 35 Men from the *Boston* Employd on board the Prize getting up the Yards on the Jury Masts the *Le. Barceau* in tow —

Latitude Observed 27° 54' N.

Longitude 61° 5' W.

[HS of Mass.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 23 October 1800

[Basseterre, St. Kitts] The Commodore sent M^r Carney a Midshipman, on board the *Chesapeake*, & M^r Angus on board the *Enterprize*.

Arrived here this morning a Cartel Schooner from Guadaloupe with thirty Americans on board, among whom were two of our Countrymen under sentence of death at Gaudaloupe. The Commodore having declared that should they be sacrificed, he would in retaliation, swing two Frenchman on our Main Yard, they were released & sent in this Cartel. The Cartel returned with 65 Frenchman on board, among whom was Rigaud.

Since our arrival here we understand that the report respecting the capture of the *Experiment* is false.[*]

[*See entry of 15 October 1800.]

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]
Nav Dep 24 Oct^r 1800

Cap^t THO^s ROBINSON
 of the *Adams* (New York)

SIR, The *Adams* being now ready for sea, you will please, taking under convoy all the Merchant Vessels bound to S^t Domingo, from New York, to proceed to Kiln Roads in the Delaware, where you will remain two days, for Vessels from Phila^a, and from thence to S^t Domingo, to join the Squadron under the command of Cap Sever, under whose orders you will then act.

You will afford all the protection in your power, to the Vessels which sail under your convoy, and see as many as may be practicable, safe to their destined Ports.

Should any circumstance have removed Cap Sever from the S^t Domingo Station, you will in that case, as you will be the Senior Officer, assume the command of all our Vessels on that station & employ them until further orders for the protection of our Commerce & the annoyance of French-armed Vessels.

Should there be any Merchant Vessels not quite ready at New York, wishing to take the benefit of your convoy — they may join you in the Delaware.

As you have already received full Instructions for the government of your conduct on a cruise — I will not add on that subject.

As Cap Sever is in want of a Lieut^t, it will be proper for you to take one more than your complement — I have consequently ordered L^t Seton to join you. I have also ordered Doc^t Marshall to take his passage with you, & join the *Congress*.

I have the honor &^c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Department. 24. October 1800. —

SIR I am honored with your letter of the 11th Sept^r — I send by the *Adams*, Capt Robinson, Doct^r Marshall, to supply the place of Doct^r Turner, on board of the *Congress*. I regret very much the dissatisfaction of L^t Burns & L^t Wattson, as they have had the reputation of being good officers — the latter Gentleman went on board of the *Congress* with great reluctance, his private affairs requiring attention from him, but acquiesced on my promise, that he should be permitted to return to the United States in three or four months — I request therefore that you will be pleased to let him come in the *Herald*, or the first Vessel — and you can supply his place by taking one of the Lieutenants from the *Adams* — She has one more than necessary, on this account.

As to your men, whose times will be out the 14th of December, it is difficult to know what to do with them. good faith requires that they should then be discharged on that Day, & in the United States — but the sacrifice would be too great, to bring the *Congress* back on

purpose to discharge them. If you can recruit in S^t Domingo — or can do without these men, you can send them to the United States in the *Herald*, *Augusta*, or *Richmond* — Perhaps you can, from the Crews of all these Vessels pick out as many men, whose time of service will not expire for some months — or may find enough, who will be willing to engage on board the *Congress* for the time the rest of your Crew have to serve. You must make the best arrangement in your power, on this subject — the *Congress* cannot return til the Spring —

You have too few vessels at present to pay much attention to Porto Rico — I will increase the number as fast as I can — but so many of our Vessels are under repair, that I can not increase them so fast as I wish to do.

Capt Robinson of the *Adams* will deliver this, & place himself under your command. It is not improbable, that Capt Talbott will soon Join you also, — but in this case, the Command will be with him, being your Senior Officer.

The News papers I send will give you all the News.

I have the honor to be

With great respect Sr Y^r

Most Obed Serv^t

BEN STODDERT

Capt JAMES SEVER —

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

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

[WASHINGTON, D. C.]

Navy Dept. 24th Oct^r 1800.

WILLIAM PENNOCK Esq^r

I have the honor to request, that you will take effectual Measures to stop the *Insurgente* at Norfolk. She was ordered to Annapolis — I request you will supply her with provisions &C to make up with what she has on board, a sufficient quantity for a Six months cruise, as she has been so lately over hawled, I take it for granted, she will not require any repairs. She must remain at Norfolk for my orders, which shall be sent on, as soon as I am advised of her arrival —

I am &C

B S —

The *Insurgente* [*] may be daily expected

[* She was lost at sea presumably in September 1800.]

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Friday, 24 October 1800

First Part this 24 Hours Moderate and Cloudy weather — Sent the Cutter on Board the prize after prisoners —

At 8 A M. Sent a Main T Gallan Mast on board the prize to make a Jury Main T Mast — At half Past 10 AM — Saw a Sail Bairing N W Made Sail and gave Chace at Meridan Come Up with the

Chase, She proved to be a Brig from New London bound to Barbados. Peroled the Cap^t of the *Le Barceau* and the Pursser and Sent them in the New London Brig —

Latitude Observed 29°12' N.

Longitude 62°48' W.

[HS of Mass.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Friday, 24 October 1800

[Basseterre, St. Kitts] Sent a number empty Leagres, Casks, & on board a Schooner going to Old Roads for Water.

Sent a quantity of Gun Powder on shore to be dried.

At sunset sent down Top Gall^y yards. & at 8 AM sent them up again. Sent empty Casks in small Boats to Bassaterre for water.

Lieu^t Shaw, having on account of ill health, requested & obtained permission to go to America, the Commodore ordered M^t Sterret, our first Lieutenant to get ready to go on board of, & take command of the *Enterprize*.

Received from the Purser five Doll^r prize money for the Ship *Ruth* retaken by us the 16 Ultimo.

[J. Sawyer Col., Portsmouth, N. H.]

[About 25 October 1800]

To The Right Honorable Lord Hugh Seymour from Joseph Foulke & Captains of U. S. Merchant Ships

To Lord HUGH SEYMOUR, Admiral of His Britannic Majestys Sea forces on the Jamaica Station and Commander in Chief of the Island of Curacao & its Dependencies —

May it please Your Lordship

We pray your lordship will be pleased to forgive the liberty which we presume to take in addressing a statement of our grievencies & inconveniences to you

It has been represented to us thro' our regular channel that a Salvage will be demanded from several American Vessels now in this Harbour, in consequence of the Island having capitulated to H. M. Ship The *Nereide*

Several Vessels were in this harbour previous to the *Nereide* entering, one entered during the late Siege, & many have since arrived & the greater part are detained & hindered from prosecuting the views of the Owners of the Vessels & their Cargoes —

We presume that your Lordship may not have been informed that our Consul wrote to the Commodore on the Guadaloupe Station on the 5th Sept. and demanded immediate assistance of 2 frigates or one frigate and a Ship of 20 guns, and in consequence of which Letter the *Merimack* & the *Patapsco* came down without the loss of a moment, they arrived in sight of the Fort George on the 21st — the appearance of them discomposed the Enemy & induced them to desist from storming Fort George as they had design'd that night — On the 22nd the *Patapsco* entered the Harbour & on the 23rd the Enemy evacuated & saild away — On the 24th the *Nereide* entered the Harbour & took possession —

We pray your Lordship will permit us to observe under these circumstances that we shall think it peculiarly grievous to be under the necessity of paying any Salvage for the property under our care when we conceive we have been relieved from danger by the Forces of our Country —

We pray relief from your Lordship and the liberty to remark that we conceive, altho our Countrymen in the Ships mentioned cannot participate in the advantages to arise from the Capitulation, that if a Salvage shou'd or ought to be paid, that it may be reserved for them in consideration of the services rendered both to ourselves & his Majesty's force

We beg leave to Subscribe

Your Lordships,

Most Ob^t &

Most Hum: Serv^{ts}

(Signed) — JOS. FOULKE.

CORTLAND L. PARKER

JAMES DUCAN

THOS. MUNHALL [?]

G. W. VINCENT

EDWIN LEE

VALENTINE RUTTER

W^m HAMPTON

SIMON KINGSTON

DAN CABLE

JOHN HANIFEN

JOHN BELL

CHAS. CABOT

ASHER COOKE

WOODBURN NICHOLS

W^m HOLLAND —

[SDA. French Spol. CA, Curacao, 1797–1801.]

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

25th OCTOBER 1800 —

SIR, When you refer to my Letter of the 2nd Aug. you will find that I advis'd that the French had landed their Troops, which with the Crew of the *Vengeance*, amounted to about 2000 Men

On the 3rd Sept: their Squadron sailed out of the Harbour, at which time they were joined by 3 other strong privateers then in the offing

On the 4th they came to anchor in the bay of St Michael (about 8 miles W. of the Harbour which they had left) and on that and the following day they disembarked all their Troops — The Gov^t in the mean time had marched to oppose their designs with about 400 men, and on the 8th he retired precipitately to avoid being cut off, as the French had disposed their Army in such a manner as to bring their whole force to act at one point, and cut off the retreat of the Governor & his party —

By the sentiments express'd in the French Manifest, dated the 25 Messidor [14 July 1800], it is easy to discover what wou'd have been the Situation of the Americans & their property here, had the French been victorious, & in consequence of conviction, and at the request of

this Government, I wrote to the Commander of the American Squadron for assistance; the *Merrimack* and the *Patapsco* immediately came down; — They arrived off the Harbour the 21st, the Evening of which the Enemy had form'd their design of attacking Fort Republican the principal Fort on the Island, & commands both the Fort Williams and the entrance of the Harbour, but on seeing the two American Ships they abandoned their design'd attack and retired to their head quarters

As I have already observ'd, the Island Capitulated on the 10th and was ratified on the 13th but no other British Ship being near to aid the *Neriede* Capt. W. judged it not prudent to enter the Harbour, & it was on consultation between the A Commodore Capt. W. & myself (I was then with my family, & had been from the 11th on board the *Nereide*) that the *Patapsco* shou'd enter the Harbour, she being covered by the fire of all the Batteries, which was accordingly done, without the loss of a man, and only two slightly wounded, this took place on the 22nd & the French evacuated on the night of the 23rd — The *Nereide* entered 24th & took possession.

I am under the necessity of regretting the lukewarm conduct of the major part of the A Masters, some were even suspecting of carrying on intercourse with the common enemy — but while I regret the indifference of the many, I am happy to know one, who I cannot forbear mentioning — Capt. W^m Hampton of the Brig *Sally* of Philadelphia volunteered on all useful occasions, he was a principal in erecting a battery of 2-18 lb Guns which annoyed the Enemy more than the regular Forts, for they had positioned their Battery under an entire shelter from the Fort Republican and the others Forts did but little execution — There were no Bombs on either side

He undertook & executed unarmed with the assistance of only one of his Sailors, in his own Boat, the most meritorious services — services which the frigate *Ceres'* boat with 25 armed men declined, as too hazardous —

His ingenuity, enterprize, coolness, judgement & courage do honor to himself & his country; for my own part, I conceive myself bound to give public Testimony to merit so conspicuous

To Capt. H. with the A. Sailors together with the 2 Ships of War in Curacao is titled [?] for not being sack'd, & I am sorry to add that they have been ungratefully treated —

The day before yesterday Admiral Lord Hugh Seymour arrived from Jamaica and there is a prospect of several excesses & improper transactions being redressed, & the Interest of individuals & of the Island bettered

I mentioned in my last that the *Decade* had gone for Guayra to treat for an intercourse with the province of Carracas — She has since return'd without the Officers being permitted to stay on Shore — Their papers were sent to Carracas & on the return of the messenger were desired to depart, & have done nothing — It is therefore probable that no Spanish produce, or at best, but very little will be found at this Market hereafter

The papers to which I have the Honor to refer you are marked from No 1. to 7 — and accompany this dispatch

I have the Honor to remain most respectfully

Sir

Your most Ob^t &
most Humble Serv^t

- N^o 1 French Manifest
 2 Gov^t Answer —
 3 French Proclamation
 4 Copy of my letter to the Commodore on the G. Station dated
 6th Sept.
 5 Copy of my letter to the Commodore on the G. Station dat:
 10th Oct^r
 6 Art. of Capitulation
 7 Copy of my Letter 18 Oct^r —
 [SDA. French Spol. C. A. Curacao, 1797–1801.]

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

[WASHINGTON, D. C.]
 Nav Dep 25 Oct^r 1800

Cap JOHN BARRY
 of the Frig. *U. States*

SIR The Frigate *United States* is allowed, as heretofore (besides your comm^d Warr^t & Petty Officers & a detachment of Marines) One hundred & twenty able Seamen at 17 dollars p^r m^o & one hundred & seventy two Ordinary Seamen & Boys at from 5 to 14 Dollars p^r m^o, according to merit: all to be entered to serve one year, from the ship's first weighing anchor on a cruise.

You will direct proper Officers to open Rendezvous & conduct the business of recruiting with dispatch.

Two month's pay may be allowed, but good Security must be previously obtained to resort to in the event of desertion.

Every man entered must take an oath agreeably to the enclosed form.

I enclose you a complete sett of Recruiting Papers, which you know too well the use of, to require any explanation from me.

M^r Harrison will supply the monies necessary to effect the recruiting business. You will be pleased to let me hear from you from time to time — & communicate the Progress you may be making in the preparation of your ship.

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Rufus King, U. S. Minister to London, England, from Thomas White of Lloyds
 Coffee House, London, England

Copies

LLOYDS COFFEE HOUSE
 London 25. October 1800

SIR, The Piece of Plate accompanying this is from several Merchants and Underwriters frequenting this house to Captain Thomas Truxton Commander of the American Frigate *Constellation* as a mark of the high sense they entertain of his gallant conduct in capturing *L'Insurgente* French Frigate in the West Indies in February 1799, and protection to Commerce on that station.

I am desired to transmit the same to you, Sir, in order to have it forwarded to Captain Truxton by the *Portsmouth* American Sloop of War now in Portland Roads. Trusting you'll comply with their request, I have the honor of subscribing with great respect,

Sir,

Your most obedient servant

THO^s WHITE

To His Excellency RUFUS KING Esq^r
&c &c &c

[This letter is one of the two enclosures mentioned on page 175, fifth volume (1 January to 31 May, 1800) of "Naval Documents, Quasi-War with France". The other document is dated 29 October 1800. This correspondence was located too late to include in the above-mentioned volume.]

[Mrs. Truxton Beale. NDA photostat.]

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

[WASHINGTON, D. C.]

Nav Dep 25 Oct^r 1800

Cap ALEX^s MURRAY
near Chester,

SIR Situated as the *Constellation* is, as represented in both your letters, & one from M^r Humphreys, she must remain in the Delaware; but I must request that every exertion be used to get her ready for sea, before the Frost — As for going to Phila^a that would be certainly to lose the services of the Frigate for the Winter besides being attended with heavy expence, & some danger.

I have the honor &c^s

[NDA. OSW, Vol. 4, 1800-1801.]

Presumably to Commanding Officer U. S. Brig *Norfolk* from Captain Alexander Murray, U. S. Navy

PHILAD^a Oct^r 25th 1800

SIR I have just received your favor of 22nd Inst. in reply to which I cannot say any thing to your satisfaction you have related your own story of the affair respecting the engagement you had with the French privateer & M^r Palyart has it only from current reports which prevailed at cape Francois as well as at the Havanna I can assure you Sir that when you related the business to me I felt surprized how a Privateer could run down and engage you as she did with your two other vessels in company both sailed fast and well armed that she should get away from you, I do not pretend to impute it to a want of courage on your part but you certainly should not have permitted the Vessels with you to have left you for the small force you had to encounter they had nothing to fear & by any ingenuity on your part she might have been brought to so close an action as to have precluded all possibility of escape —

Yours —

[See document under date of 19 June 1800.]

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

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
St Christophers Road 25th Oct^r 1800

SIR In consequence of the bad state of health of Lieutenant shaw of the *Enterprise*, to whom I have given a furlough to go home, you will be pleased to repair on board that vessel and take command of her. Lieutenant Shaw will render you an account of all her stores, provisions &c &c &c and you will thereafter be particularly exact in the Expenditure account of every article, and Steady in your discipline

Should the Devil or one of his agents have crept into that vessel, as in some others, route him out & thereby maintain the Honor of our Navy, for Nothing can have such a tendency to Lessen the American character as the disorderly conduct I have seen in some instances, and heard of in others. Your sailing instructions I shall give you, on the return of the vessel from old road, where she is to proceed with Lieutenant shaw to morrow for the purpose of filling up her water casks You will accompany her thither, and make yourself acquainted with the anchorage of that place so that you are not at a loss in going there at any other time. I shall expect to see the schooner return from watering to Morrow Evening

I have the Honor to be Sir with best wishes for

Your Success & Glory.

Your very Obe^t humble Serv^t

Lieutenant ANDREW STERETT

Commander of U S Schooner *Enterprise*.

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

To General James Wilkinson, U. S. Army, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 25th Oct^r 1800.

Gen^l WILKINSON

I am honoured with your letter of this day, enclosing an extract of a letter from Major Freeman, on the subject of the Gallies —

To make the Gallies of the least use, I never doubted, that they ought to be under the direction of the Military officers, Commanding in their Vicinity — Indeed, I never doubted that they ought to be considered as part of the Military Establishment, they can only act with effect, by acting with the Army. In a naval view, a twelve Gun Schooner is worth a thousand Gallies so impressed, I continually pressed the late Sec^r at War, to take the direction of them, but to no purpose —

Gen^l Pinckney at my request, took the direction of them, while he remained to the southward. I always supposed, that he had turned them over to the Officer Commanding in the Southern States, as I requested him to do, when he himself moved Northward —

Whether it is now worth the expense to keep the Gallies in Service, is a question that I cannot positively determine — My opinion however inclines to laying them up — I will however address you again in a few days on this subject. In the meantime, I pray you to take the trouble to direct Major Freeman, to order a Court of

enquiry, to consist of three officers of sense & honor, to examine into the conduct of Lt Fowler, on the charges for which he has been arrested — and to report not only facts, but the opinion of the court on the facts, that the President may know how to act towards this Officer. Navy Officers might be necessary on a Court Martial, but the President may cause an investigation to be made into the conduct of any Officer, by whom he pleases —

I am &C
B S

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Saturday, 25 October 1800

[Basseterre, St. Kitts] * * * * At 5 P M arrived here the British Frigate *Southampton* 2 days from Martinico. At 3 AM. Thomas Parker swam on board of us from the *Southampton*, declaring himself an American & that he was pressed on board that Frigate.

At 4 Came along side the Schooner from Old Roads, which we sent for water. Got the water on board & discharged her.

At 10 AM. Loosened all Sails to dry. Painters employed at painting inside of ship.

The *Southampton* got under way & proceeded to Sea.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Sunday, 26 October 1800

[Basseterre, St. Kitts] * * * * Came to an Anchor in the Roads, the U. S. ships *Merrimack* & *Patapsco*. Capt^{ns} Brown & Geddis paid their respects to the Commodore. By their arrival the account of the taking of Curacao is confirmed. It appears that the French had actually taken it from the Dutch; when a British Frigate aided by the *Merrimack* & *Patapsco* took it from them, & the British have possession of it now. * * *

[J. Sawyer Col., Portsmouth, N. H.]

To Captain Henry Geddes, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President* road of
St Christophers 27th October 1800

SIR I regret extremely, that the term for which your men were engaged, has expired and that you cannot prevail with them to re-enter especially as the Hurricane season is now over, and the French privateers will issue from the various ports in Gaudaloupe in Great numbers, and I am very weak at present having only five or six vessels to cruize, and to convoy the trade of america, to the Northward into safety, beyond the ground generally occupied by the french cruizers.

It will not however do to break our faith with the crews of the publick ships by detaining them against their consent, when their time has expired. You will therefore be pleased to supply the wants of your ship from the agent M^r Clarkson, & take the convoy allotted

to Captain Barron, under your charge & see them safe to the Northward of Bermudas & then proceed to Norfolk with the *Patapsco*,

On your arrival forward my packet as soon as possible by mail to the Secretary of the Navy & report your situation to him.

I expect you will certainly be ready and sail by noon to morrow but you must settle all your accounts with M^r Clarkson before you go.

I have the Honor to be with Great

Respect your very Obed^t humble S^t

Captain GEDDES

U S Ship *Patapsco*.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Mr. Myres, Norfolk, Va., from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
S^t Christophers road 27th October 1800

DEAR MYRES Lieutenant Cammack of Marines will have the Honor to deliver you this Letter, he goes home on furlough for health The West Indies, or rather a long absence from his wife, dont agree with his constitution, quite as well as I could have wished.

As Cammack could be spared from the *Chesapeake* without inconvenience to the service, there being another valuable Marine officer on board that ship, I have indulged him at his own request & hope his Madam, will not be offended with me for so doing.

I received a line from you a few days ago when off Martinico for which I am obliged, but my dear fellow I have had very much anxiety, for your safety, amidst such a terrible malady, as I hear has visited Norfolk and Baltimore; God grant that ere this day it is at an end.

It is now only about forty eight hours since I heard the Melancholy account of Col. Byrds Death and several others, whoes loss I much lament on account of their families, and on account of the community in which they were valuable members of society: but pray tell me in your next who is to take up the shovels in the place of our late friend; I suppose Col: Parker, in which case he must douse the yellow flag. Methinks if there is not much Naval agency going on at Norfolk just now, & I dont learn that there is, Will Pennock will have an eye to that office, but I am pretty certain if he is a candidate he will not succeed.

As a collector cannot be a trader, I suppose the office would be no object to you, but if I am mistaken in this opinion & you have asked for it I wish you success in obtaining it. Since I wrote you last General Rigaud who fell into my hands with all his S^t Domingo papers, I have parol'd, and suffered to go up to Gaudaloupe, the people were so uneasy at his being at large that they made application to the Governor for his close confinement, and he was committed to Jail, during my last cruise, I have bound him as close as it was possible in the parole he signed, to return to me here instantly when demanded, and not to leave Gaudaloupe or serve against America or Great Britain &c, untill exchanged he put his hand to his Breast, and declared upon his honor that nothing but death should prevent a strict compliance with the instrument he sign'd, His address and understanding astonished every body here, which made the publick

mind the more uneasy, and all my acquaintances requested me to send him off the Island.

This day I dispatch a convoy for the U S, Captain [Samuel] Barron will have charge of the vessels as far to the Northward as I have considered danger from the Enemies Cruizers.

In this quarter we are without News or without an Enemy, of force, for to even look at, but I trust that next month will produce me something more favourable, I shall be happy my good fellow, to hear often from you & tell me every thing that is going on in our country.

During my stay on this station you may rest assured of every attention being paid to the commerce of the U S, and every protection given, that is in my power to give with the force I have, & if I can render you any service, Your more than friendly (brotherly) attention to me at Norfolk added to our very long standing acquaintance obliges me to say, I demand you to command me.

A cargo of Bread would sell well here, just now, I have had a difficulty to get a supply for the squadron of *Bread Pease & Rice* in particular, and I am at a loss to account for no store ship arriving from the Chesapeake or Delaware, especially as M^r Stoddert has known of the scarcity here a long time; Make my best respects to M^{rs} Myres and family. Col: Hamilton & family, John Cowper, and our friends Generally and I pray you not to forget Col: Parker

Adieu my dear friend & believe me

Sincerely yours.

P S. I enclose you a letter for M^{rs} Truxtun, which please to forward to her, She is much obliged for your attention & advices on former occasions.

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

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

[WASHINGTON, D. C.]

Nav Dep 27th Oct^r 1800

CAP MOSES TRYON

of the *Connecticut* New London

SIR, I am honored with a letter without Signature of the 19th ins, which appears to have been written by you.

As soon as the crew of the *Connecticut* is paid off, which must be the first thing done, the business of her reequipment must be commenced, & prosecuted with all possible vigor.

Your requisitions for monies & for every thing else necessary to effect these objects, must be made upon the Navy Agents Mess^{rs} Howland & Allyn.

You will instruct a proper officer & & & [See letter to Captain Silas Talbot, U. S. Navy, dated 13 August 1800.]

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 27 October 1800

Pleasant weather & Smooth Sea People employ'd at necessary duty — [5 pm] Cloudy —

Continue to shew a toplight, also to keep the Brigs in tow.

At 12 at night all the Fleet in sight. At $\frac{1}{2}$ past 1 am. Parted lar-board M. T. Gal^t Sheet. Rebet the same again and set the Sail — At 7 am made all Sail.

the day ends moderate —
Seven sick men on board —
Lat. Observed 19.25 N
Longitude in 53.44 W

[LC, EPP, 1799–1800.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 27 October 1800

[Basseterre, St. Kitts] Pleasant weather & light breezes from N N. E. Handed all Sails.

Employed getting Water &^e on board, painting outside of Ship, & rigging a new Fore Top Gallant Mast, the one now up having sprung.

Lieu^t Sterret took command of the Schooner [*Enterprize*]; M^r M^cCormick went on board the Schooner as Surgeon. At sunset sent down Top Gallant Yards & at 8 AM. sent them up again.

The Sweedish Schooner *Little George* which we sent in here the 17th Ins^t was acquitted.

[J. Sawyer Col., Portsmouth, N. H.]

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

MARCUS HOOK Oct^r 28th 1800

BENJ^s STODDERT Esq^r

SIR Having now given the ship a perfect examination, I find no impediment in getting her ready to sail by the first week in Dec^r — M^r Humphryes thinks she is as rotten as the *U. States* was, I cannot dispute that point with him, but I am perfectly convinced she is sound enough to run two years without any manner of risk, or as long as her Copper will last, at present we shall not go to much expence in repairs, & all acknowledge that the *U. States* might have run twelve months longer with safety —

Yours & & —

[NDA. A. Murray's LB, 1799–1805.]

To William Patterson, Merchant, Baltimore, Md., from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
Road of S^t Christophers 28th of October 1800

WILLIAM PATTERSON Esquire
Merchant Baltimore

DEAR SIR I received a letter yesterday from M^r George Lawson at Curracoa, who informs me that your schooner and cargo under his care, had been seized by Commodore Watkins of the British Navy,

the officer to whom that Island had been delivered up by the dutch Governor, after our ships *Merrimack* & *Patapsco*, were very instrumental in dislodging the French banditti, that had arrived there from the Island of Gaudaloupe.

The pretext for seizing this vessel and cargo, as well as a great number of others, I understand to be, because Captin Watkins calls oznabrigs (only suitable for negro cloathing, and other purposes, of that sort) Sail cloth.

This conduct preceeding surely from a weak, and inconsiderate Mind, is notwithstanding outrageous and scarcely to be bore with, but you will recollect that the curracao expedition is no child of mine, it was begot, matured, and born, before I arrived in the West Indies, and resumed the command of our squadron; consequently I have had no sort of agency in it.

Had I been in the West Indies, when the application from M^r Phillips our consul at Curracao arrived at S^t Kitts, asking for aid from our squadron, I should have gone down with the *President*, and such other force as appeared to me necessary, and have given a proper protection to our citizens, and their property, against such an illegitimate collection of men, but I should not have suffered a change of the Government of that Island, in consequence of my interference, to save from ruin and death my Countrymen there; a change that I should have feared, would have become a trap for other of our citizens property soon after.

These Sir are the Sentiments I possess on this subject, which I make no hesitation in promulgating in this quarter, especially as it is a subject that has caused much uneasiness, & mortification, to my mind, as a free & independent american officer.

You are at Liberty to show this letter, but not to publish it, without permission from the secretary of the Navy, but I beleive no publication at present can be of service.

I have the Honor to be Dear Sir Your
very Ob^t humble Serv^t

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

To Captain Moses Brown, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
Road of S^t Christophers 28th October 1800

SIR You will be pleased to proceed from this road as soon as possible with the United states ship *Merrimack*, and cruize with vigilance against the enemy, and as our laws direct, taking your station to windward of Marygalante, about ten or fifteen leagues and occasionally to the Northward of that Island one or two degrees, and as far to leeward as point Antigua.

This station is given only as your general cruising ground, for you will no doubt often meet vessels that will oblige you to chase beyond its limits in all directions, You must however after such chase, return again to it as soon as circumstances will permit you, & send all the prizes you capture to this road if convenient, from whence they will go to U S unless recaptures which may be settled probably here, without inconvenience to the parties concerned.

On the first day of December next or thereabouts you will please to return to this road for further instructions, I hope by that time a store ship will be out, and that I shall have it in my power, to supply all the wants of your ship.

I have the Honor to be Your very

Obd^t humble Serv^t

MOSES BROWN Esq^r

Com^t of U S Ship *Merrimack*

PS You may anchor at Prince Ruperts bay and fill up your water.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

[28 October, 1800]

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

DEAR SIR If you fall in with Lieutenant Steward of the *Experiment*, you will be pleased to keep him cruising, in company with you untill you return to these roads, as it will be a good opportunity to try the time of your ship.

I have the honor to be sir your
very Ob^t S^t

UNITED STATES SHIP *President*

Road of S^t Christ^s 28th October 1800

SAMUEL BARRON Esq^r

Com^t of U S Ship *Chesapeake*

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Lieutenant Charles Stewart, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* road of
S^t Christophers 28th October 1800

Lieutenant STEWARD

U S Schooner *Experiment*

SIR On receipt of this you are to proceed to Sea and Endeavour to fall in with Captain Barron of the U S Ship *Chesapeake*, by cruising to the Northward of Antigua, (but not to go beyond 20° N except in chase) and to windward as far as Desada, and to leeward as far as S^t Martins, If you do not fall in with Captain Barron, who will show you a letter from me by which you are to be governed, You will occupy the ground above mentioned, Untill the first of December, when you are to meet me in this road for further orders. All your prizes send here if convenient.

I am your Most Obd^t H Serv^t

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* Road of
S^t Christophers 28th October 1800

Lieutenant ANDREW STERETT
U S Schooner *Enterprise*

SIR You are to cruise in company with the U S Ship *President* and attend to the signals made from her.

Should you by any circumstance part company with the *President*, Cruise between Antigua, & Bassateer Gaudaloupe, untill you fall in with me, and in case you do not fall in with me, you are to return to this Road on the first day of December next for further orders,

All prizes are to be sent here, and if you take any valuable vessel see her safe into the road & proceed again to your station, without anchoring if it can be avoided, but at all events you must be here on the first day of December next, be carefully of your vessels & stores and in Navigating her.

I am your friend & very Obed^t H Serv^t

PS You may get under way immediately and cruise between this and the East part of Nevis, but keep so near as to Join me, as soon as you see me underway.

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

To Attwater & Townsend, Middletown, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 28th October 1800

ATTWATER & TOWNSEND
Middletown Connecticut

I am honored with your letter of the 18th Inst. Your objection to M^r Clarksons mode of settling the acco^t — so as to deprive you of nearly £50 — is Just, but it is not with me to remedy the imposition

It was necessary that some person at S^t Kitts should recieve Provisions sent for our ships on that station — and deliver it out to the ships as wanted — & should sometimes supply articles wanted for the ships, beyond what might be sent from the United States. —

M^r Clarkson being an American, residing at S^t Kitts was employed to transact this business — but not by me to act as agent for the Vessels which might send re-captured Vessels into S^t Kitts. That was a matter between him & the Commanders of the Vessels taking prizes — They appoint their own Agents every where.

Finding that M^r Clarkson had retained too much money for re-captured Vessels — I informed him of his error, and desired him to remedy it immediately — and for the convenience of the Persons injured, to apply what he had improperly retained to the purposes of the Navy, and that I would cause payment to be made to the sufferers in this Country of the amount, so to be applied to Navy purposes. In all this, I did not wait to ask myself, whether I was not exceeding my authority. I knew injury had been done, and was willing to afford all the redress in my power.

I think there can be no doubt, that M^r Clarkson may be made by you to refund the money he still retains of yours — and that he ought to be made to do it.

I am obliged for your information respecting the exchange between S^t Kitts and the United States, the Agent has simply 5 p^r C^t commission on his expenditures & has no right to any benefit from the exchange. — I had taken measures on this subject, to have Justice reserved to the United States in the settlement with M^r Clarkson, whose conduct I thought to be such as to require his dismissal — and I accordingly sent out by the *Trumbull* M^r Thomas T Gantt, a young man of good Character, to succeed him in the Navy business at S^t Kitts. I am thus particular, that the Friends to their Gov^t may know that improper conduct, or the appearance of it, in the Public Agents, will not be overlooked.

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Commissioners of Washington, D. C., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 28th Oct^r 1800.

Commissioners of the City of Washington

M^r Brexley represents, that such numbers of People are constantly passing thro' all the rooms of the Presidents House, that it is impossible for him to have the furniture set out, or the rooms put in order. I have consulted with Gen^l Marshall, and his opinion concurs with mine, that it will be very proper to place some decent Person at the door of the House, to prevent the interruption complained of; and who will have discretion enough to satisfy those who may want to see the House, that under the present urgency to prepare it for the President, now daily expected, it is impossible to indulge their curiosity — It will be less offensive to prevent the interruption in this way, than by placing an Armed Centinel at the Door.

I am &C

B S —

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Tuesday, 28 October 1800

* * * * * A heavy Sea runing parted the Cable that we were Towing the *Le, Barceau* —

Latitude Observed 31° 35' N.

Longitude 66° 26' W.

[HS of Mass.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 28 October 1800

these 24 hours Commence, Continue & end with moderate breezes & fine weather. People employ'd at necessary duty. Continue to

shew a Top light. Saw some birds of the [word illegible] kind. Keep the Brig's *Lydia & Exchange* in tow. At 12 at Night all the fleet in Sight.— Light winds All hands employ'd in Cleaning Ship & Washing their Cloaths —

[space] Sick men on Board —

Lat. Observed 20.9 N

Longitude in 54.43 W

[LC, EPP, 1799-1800.]

To The Master of Lloyds Coffee House, London, England, from Rufus King, U. S. Minister to London, England

GREAT CUMBERLAND PLACE Oct 29. 1800

SIR, I have had the honour to receive your Letter of the 25. instant together with the piece of plate, destined by the Merchants and Underwriters of Lloyds Coffee house, as a testimony of their sense of the gallant conduct of the Commander of the American Frigate *Constellation* in capturing the French Frigate *L'Insurgente*, and thereby increasing the security of Commerce in the West India seas.

I beg of you, Sir, to do me the favour to inform the Merchants and Underwriters from whom this Tribute of Respect proceeds that I will avail myself of the earliest opportunity to forward it to Captain Truxton, together with a Copy of the Letter that you have written to me on this occasion.

The *Portsmouth* Frigate having merely touched off Weymouth, immediately after sailed on her Voyage to America.

I have the honour to be,

Sir,

Your most obed^t Servant

RUFUS KING

The Master of Lloyds Coffeeshouse

[This letter is one of the two enclosures mentioned on Page 175, fifth volume (1 January to 31 May 1800) of "Naval Documents, Quasi-War with France." The other document is dated 25 October 1800. This correspondence was located too late to include in the above-mentioned volume.]

[Mrs. Truxton Beale. NDA Photostat.]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxton, U. S. Navy

OCTOBER 29th 1800

SIR You have the Instructions of Government delivered you by Lieutenant Shaw, to which, you are to attend in making prizes, & you are always to be prepared Night, & Day, to meet an enemy.

Lieutenant STERETT.

[U. S. Schooner *Enterprize*]

[HS of Pa. NDA, Truxton's LB, 1800-1.]

To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Nav Dep 29 Oct^r 1800

L^t CHARLES C. RUSSELL
of the *Herald* Boston,

SIR, As soon as the crew of the *Herald* is paid off, which must be the first thing done after her arrival, the business of her Reequipment must be commenced & prosecuted with all possible vigor.

Your Requisitions for monies &c &c [See letter to Captain Silas Talbot, U. S. Navy, dated 13 August 1800.]

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Nav Dep 29 Oct^r 1800

Mess^{rs} S. HIGGINSON & C^o

Boston

GENTLEMEN, I am honored with your letter of the 20 ins —

If you can buy good Hemp at a price not exceeding 300 Dollars, you will please to purchase 200 Tons. We have in different places a good deal of Cordage on hand, but it is well to have some more than will be immediately wanted.

A M^r Allen, who was Purser of the *Boston*, has been ord^d some time since to join the *Warren*. Should any circumstance have prevented him, M^r Flinn may occupy that place.

I know of no Officers wanted for the *Warren*, who have not been ord^d to join her. Her services are now wanted in the *W Indies* — We have too few Vessels about Guadaloupe — and she must be ready as soon as possible. I can perceive nothing to prevent her sailing in a very few days, after the arrival of this letter — Should a Surgeon's Mate, or any other Officer be wanted, you will be so good as to select some proper characters to fill the Vacancies — with assurances, that they will be commissioned hereafter — The Vessel cannot wait until I can hear from Boston & write again to Boston — The trouble confusion and delay, arising from the frequent resignations of our Officers and at times the most unseasonable, is hardly to be conceived. I wish Comm^{rs} in the Navy were held in higher estimation — as for Provisions, let the ship take what she can carry with convenience.

Cap^t Talbot, I believe must return to S^t Domingo — I wish the station was better suited to his activity & bravery — There is but one other station in the *W I* of importance — that is about Guadaloupe — & I know not what to do with Barry, if he is not sent thither. Truxton is there at present. I must wait however, the arrival of the President before Cap^t Talbot's destination is actually determined. If he goes to S^t Domingo, a Vessel to be loaded with about 1200 barrels, or 1000 barrels of Provisions, must go under his convoy.

Please to give notice to the Merchants of the time of sailing of the *Warren* — also of the Probability of Cap^t Talbot's being soon ord^d to Cape Francois — that they may take the benefit of convoy —

The *Herald's* men must be discharged as soon as possible — and the ship as early as possible prepared for another cruise — The small ships are most useful abroad & should not remain in port — please to order accordingly — & communicate to Cap Talbot & Cap Barron, what I have written respecting them, as I have not time to write them by this mail.

I have the honor to be
&⁹ &⁹

I have directed a remittance to be made you, of 30,000 Dolls
[NDA. GLB, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Nav Dep 29 Oct^r 1800

Cap^t JAMES BARRON
Boston,

SIR I am honored with your's of the 19th ins.

On the 18th ins — Joseph Tufts of Brookfield — Fitch Tarbett, of Boston — R. T. Spence of Portsmouth — John Roache of Concord & Tho^s Homans of Dover, were ord^d to join you as Midshipmen — & M^r Moses Allen of Gloucester was ord^d to join you as Purser — & measures have been this day taken to supply you with a Surg^y Mate — L^t Mark Fernald has also been this day ord^d to join you —

You may expect your Sailing Orders shortly — If any Officers should be wanting — Mess^{rs} S Higginson & Co & yourself must consult with each & supply them.

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 29 October 1800

Commences with Squalls & calms al[t]ernately. At ½ pt 2 pm sent the Jolly-boat on Board the *Juno*. with people to assist them in getting a topmast aloft in the place of one they had launch'd — Made Signal N^o 34. At 3 pm. made Signal N^o 75. Squally — hoisted out the Cutter & sent her with an officer on board the *China* for a hawser — Cutter returnd with a hawser of 7½ inches. At 7 pm. Jolly boat returnd from the *Juno*. Made sail — five sick men on board —

Lat. Observed 20 . 50 N

Longitude in 55 . 21 W

[LC, EPP, 1799-1800.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 29 October 1800

[Basseterre, St. Kitts] * * * * At ½ past 9. A.M. the *Patapsco* got under way & went to Old Roads for water, after which she was to return here, & take a Convoy to America.

At 10 The *Merrimack* got under way & proceeded to Sea. Same time the *Enterprize* went to Sea. At 11. The *Chesapeak* got under way for Sea.

Sent Dominick M^dDevitt on shore as a Prisoner, he having thrown a Marling Spike at M^r Sterret, for which he has been in irons 6 Days. Bent ou[r] Top Gall^t Sails to the Yards, & prepared for Sea.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Thursday, 30 October 1800

* * * * * At 8 A M. Took the prize in tow Sent the boat on board With the Fore Top Gallan Yard & Top G. Sail to set for a Jury Top Sail —

Latitude Observed 31° 27'N.

Longitude 66° 52'W.

[HS of Mass.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 30 October 1800

* * * * * At ½ past 12 P. M. got under way & proceeded to Sea; Top sails set. At 1 P. M. set Top Gallant Sails.

At 4 P M. came up with the *Enterprize*.

At sunset South Point of Nevis bore E. N. E. S. W. point of S^t Kitts N W.

At 4 AM. The *Enterprize* in sight astern,

At sunrise North end of Montserrat bore N By E. Guadaloupe E. S. E. distant 8 Leagues. * * * * *

Latitude Observed 16°37'N.

[J. Sawyer Col., Portsmouth, N. H.]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President*, at Sea 31st Oct^r 1800

at ½ past noon —

SIR There is no part of the duty of a sea officer, that requires more nice attention than signals. By Signals fleets (and Armies under transportation,) may be conquered at Sea, and Empires saved or gained.

An Officer put in command, should take care, that his first Studies should be, to understand and be attentive to signals, & to avoid mistakes.

I made the signal as per table of signals, to chase in the S E, you answered the signal, but altho the vessels' bore from you SE by S, You kept the wind, and was often steering SE by E; and at half past eleven I made the signal to speak you, it is now flying and remains unanswered.

You are to remember, that the last signal made, to a vessel in squadron, is always to be attended to: the same as in conversation,

Suppose I was to order the main topmast staysail set, if I afterwards said it is no matter, do not set it. Surely it would not be set.

I am &c

Lieutenant STERETT

U S Schooner *Enterprize*.

[HS of Pa. NDA, Truxtun's LB. 1800-1.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Nav Dep 31 Oct^r 1800

G^o HARRISON

Phila^a

SIR I am informed by the Accountant that you have charged 2 p^r Cent Commissⁿ on your advances to Officers of Ships & Pursers for pay recruiting &c —

The arrangement with other Navy Agents, as to paying over monies on those accounts is an allowance of one half p^r Cent for so paying over — I expect you will be satisfied with this Comm for this kind of service: otherwise, I shall be obliged to remit at once to the Captains or Pursers, which would not be so safe or so convenient —

You are certainly not to blame for charging 2 p^r C^t on money passing through your hands to Officers &c — because I omitted to inform you of the distinction — The Acc^t I understand has admitted one p^r C^t on these advances to your credit for the first quarter — & if he does it for the second quarter, I shall not complain — but in future you must expect one half p^r C^t

I have the honor &c

[NDA. GLB, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Nav Dep 31 Oct^r 1800

Mess^{rs} S. HIGGINSON & C^o

Boston,

GENTLEMEN, I have the honor of your letter of the 22^d oct.

Bolts & Spikes can easily be made in many parts of the United States. It is of more importance to ascertain, that the proper kind of sheets for sheathing ships, can be manufactured in the U States — for it is very uncertain whether we shall long be permitted to import this article from any foreign country — England will not now supply it — If then M^r [Paul] Revere will give unquestionable security, for the repayment of the money & interest in 18 months — if he should not be able before the end of that time to pay it in sheathing copper, of a quality equal to the hand rolled pattent sheathing copper from England — and will enter into the necessary obligations to erect the proper works this winter for rolling of copper, you may assure him that he shall receive from the Public, the loan of 12000 Dollars —

As to the quantity of bolts & Spikes — M^r Revere need not for the present exceed the wants of one ship — perhaps in a little time, I may request more to be made.

I have the honor &c

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Nav Dep 1 Nov^r 1800

Cap^t RICH^d DERBY

New Port

SIR The *Connecticut*, a very fast sailing ship, is in want of a Commander —

I have, therefore, the honor to request that you will repair to New London, immediately on receipt hereof, & assume the command of this Vessel.

Cap^t Tryon will deliver over to you all the Circular Instructions & Laws he has received, which you will be pleased to consider as directed to you, & govern yourself accordingly.

You will be pleased to let me hear from you immediately

I have the honor &c

I had written to you to repair to Phila^a & assume the command of the *Ganges*, intending to give Cap Mullowny a furlough; but I find we have so few Commanders, Cap^t Mullowny can not be spared from the command of the *Ganges* —

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

[1 November 1800]

Extracts from letters from William Savage, U. S. Agent at Jamaica, concerning impressments of American seamen

WILLIAM SAVAGE, ESQ. AGENT AT JAMAICA.

(The following extracts from his letters exhibit the general nature of the impressments, which during the last year, took place on that station.)

30th JAN. 1800.

"The impressing of American seamen is rigidly pursued, to the great distress of the American trade."

20th FEBRUARY.

"The American trade, for some months past has been greatly distressed in consequence of their seamen being so generally impressed. In many instances, the masters have been necessitated to take people of any nation and pay the most extravagant wages in advance, or suffer their property to remain here."

21st AUGUST.

"I beg leave to recommend, that the nearest of kin to impressed seamen frame affidavits of their being natives of America, and that

the same be sworn to before the governor or chief justice of the state, accompanied with a certificate from you, or the British consul general, stating that the person administering the oath was authorised so to do. Documents of this nature, I have good reason to think will induce Lord Seymour, now Admiral on this station, to liberate the parties, as he assures me of his disposition to do the strictest justice."

1st NOVEMBER.

"The conduct of the navy here, so far as respects the impressing and detaining of American seamen, is widely different on the score of humanity, from what was pursued during the administration of Admiral Parker."

Mr. Savage has since the last report to Congress, transmitted lists of impressed seamen, calling themselves Americans, to the number of 167.

[LC, "Salem Register" (Salem, Mass.), 2 March 1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 1 November 1800

Commences with moderate Breezes — People employ'd at necessary Ships duty At $\frac{1}{2}$ 4 pm. haul'd up Mainsail & handed M. T. G. sail. At midnight fine pleasant weather. All the fleet in Sight and in close order. Continue to shew a toplight. At $\frac{1}{2}$ 5 Am. set Mainsail & M. T. G. sail At 6 Am made signal N^o 15. Answer'd wore Ship to the Southward. Continue to keep the Brigs *Lydia* and *Exchange* in tow. Nine sick men on Board —

Lat. Observed 22.36 N

Longitude in 56.30 W

[LC, EPP, 1799-1800.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Sunday, 2 November 1800

Clear & calm weather.

At sunset *Englishman's* Head N E $\frac{1}{2}$ E. S part of Guadaloupe E $\frac{1}{2}$ N. Saints East Dominico E By S.

At 2 A M. *Enterprize* being in our wake & nearly out of sight took in Sail for her to come up with us.

At 5 AM. saw a Sail to windward. Made Sail in chase.

At 7 made Signal for *Enterprize* to chase in N. E. quarter; it being intended that the *Enterprize* should speak the chase; thereby saving the *President* a Tack, & have put the Chase less out of her way, which is always to be considered. But this Signal not being answered by the *Enterprize*, we tacked, stood towards & spoke the chase, an American Sloop from S^t Lucia bound to Kennebeck, out 2 Days, had seen no American Cruizers, nor French Privateers.

At 11 Divine Service was performed by the Chaplain.

[J. Sawyer Col., Portsmouth, N. H.]

To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 4th Nov. 1800 —

HOWLAND & ALLYN

Instead of the *Connecticut* & *Ganges* proceeding together from New London to Batavia, It has been determined that each shall proceed from their respective ports, direct for that place — as soon as they can be got ready, taking under convoy such Merchant Vessels as may offer and ready to join them, of which you will be pleased to inform the Merchants of your place — and govern yourselves accordingly —

I am &C

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Tuesday, 4 November 1800

* * * * * At 8 AM Took the prize in Tow at 10 AM Sail in Sight
Made sail & gave Chase fired 2 guns to bring her too

Latitude Observed 35° 34' N.

Longitude 70° 45' W.

[HS of Mass.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 4 November 1800

Small breezes —

At ½ 5 pm in Stud^s Sails, variable winds. At 12 at night all the fleet in sight. At ½ past 12 cast off the Brig *Exchange*. At 1 am hoisted out the Jolly boat At 3 am Squally Coild cables below. At 7 took Brig *Exchange* in tow again. Rec^d from on board Brig *Exchange* 2 bbls Beef & 1 bbl of Pork. hoisted in jolly boat & made Sail. At ½ past 11 saw a Sail to the Northward. Prepare to give chase — ten sick men on board

Lat. Observed 21.40 N

Longitude in 56.59 W

[LC, EPP, 1799–1800.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 4 November 1800

* * * * * At 3 P M made Signal for the *Enterprize* to bear down.
Answered.

At sunset Dominico bore E ½ S. Saints N E By E. Guadaloupe N E ½ N. The Convoy from W. to N N W.

At 5 P. M. being rather Squally took in Top Gall^s Sails Spanker &^c &^c & sent the *Enterprize* in chase of a strange Sail then in sight At 8 Spoke the *Enterprize* who had spoken the chase, which proved to be a cartell from Guadaloupe to Martinico. Being short of water on board the carteel, Lieu^t Sterret at the request of the Cap^t took 3 Americans from on board. A British Officer in the Cartell informed

there were 5 Privateers at Guadaloupe. At 9 ordered the *Enterprize* to give chase to a Sail close under the land (Guadaloupe).

At 11 observed that the chase had run into an harbour under the Guns of a Fort. She was a French 3 masted Lugger.

[J. Sawyer Col., Portsmouth, N. H.]

To Chaplain Robert Thomson, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President* at Sea
5 November 1800.

SIR You will be pleased to draw a Chart on Mercators Projection on a large Sheet, making the scale as large as the sheet will admit.

The limits of Latitude of this Chart is to be from 10° to 20° N, and the limits of Longitude from 59½° to 69½° West from the Royal observatory of Greenwich in Great Britain.

All Islands, Rocks, Sands &c, within this space, are to be accurately laid down, and the *Presidents* Cruising track pricked off: designating each cruise since her arrival in the West Indies, by different colours, as Red, Blue, Black and Yellow &c.

You will be careful in executing this order, that all the Midshipmen, have every sort of explanation necessary, to their understanding the true principle on which the Chart is drawn, and the ships route marked thereon.

I have the Honor to be Sir
very respectfully your Obed^t
humble Serv^t

M^r ROBERT THOMSON
Navy of U. S.

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Wednesday, 5 November 1800

First part this 24 Hours Pleasant weather the Sail a head, proved to be the Brig *Mary* John Harris from Philadelphia Mounting 10 Guns & 25 Men 2 days out Bound to S^t Cruze — * * * * *

Latitude Observed 37° 8' N.
Longitude 70° 45' W.

[HS of Mass.]

Extract of journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 5 November 1800

at meridian cast off the brigs in tow. made sail for the Sail in sight. at 2 pm came up with her. Sent a boat & an officer on board & found her to be Schooner *Hector* from Milford bound to Martinico Capt W^m Gleney with live stock & provisions At ½ 3 pm made Signal N° 10. At 7 pm made night Signal for the fleet to lie to with starboard tacks on board. boat employ'd Bringing provisions from the Schooner At ½ 11, made Signal 3 lights & fired 3 guns In Jolly boat. At ½ past

1 am. close reefd topsails, & hove Mizzen top sail aback at 4 am. all the fleet in sight. At $\frac{1}{2}$ 5 let out all reefs & hove too for the *Exchange*, took her in tow. At $\frac{1}{2}$ 6 am. fill'd away & made sail for the fleet. At 8 am made signal N^o 72 — at 9 spoke the *Juno* who had sprung her fore trussel trees. took her in tow & made all sail. Made Signal N^o 34, 36, & 35. all ans^d — Saw a sail to the west^d

Lat. Observed 21.40 N

Longitude in 57.28 W

[LC, EPP, 1799–1800.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 5 November 1800

* * * * Sent the *Enterprize* close under Guadaloupe to decoy the French Lugger out to an action. At sunset Guadaloupe bore S. E. Englishman's head N E. Montserrat N W By N. At $\frac{1}{2}$ past 11 PM. saw a Sail. Made Signal for the *Enterprize* to give chase. Answered. *Enterprize* made private Signals which was answered by the chase. At 12 we came up with the chase which proved to be the U. S. Ship *Chesapeake*; who had seen no French Cruizers since she left S^t Kitts.

At 6 AM. a Sail in S W. quarter. Ordered the *Enterprize* to give chase answered. She exchanged private Signals of the Day with the chase, supposed to be the *John Adams*.

Tried our Sailing with the *Chesapeake*, & find we beat her.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]

Nav Dep 6 Nov 1800

Cap^t THOMAS TRUXTUN

or the

Commanding Officer on the
Guadaloupe Station

SIR! Enclosed is the copy of my last by the *New York* Cap^t Morris — I have nothing material to add by this opportunity — But so much is said of the danger to be apprehended from Cruisers out of Porto Rico, that I must again call your attention to that Island, not that I suppose you have heretofore been inattentive to it — or any other place to the Windward — where French Cruisers are to be apprehended.

The *Gen^l Greene* will probably be the next Vessel to join you. The *United States* Frigate, will leave the Delaware time enough to escape the *Frost* — Barry will command her — & thinks, which is certainly just, that his rank entitles him to the Guadaloupe station. You may expect him then to assume the command there in January, and must attribute it to the true cause — It may however turn out, that employment may be found for this Vessel, at a greater distance from home. Should she go to Guadaloupe, I contemplate for you & one other Frigate towards the river Dela Plata — but shall leave probably to yourself, the route you will take if Barry joins you. —

Our latest advices from our Ministers at Paris, the 17 Aug^t, leaves us in doubt as to the result of their Negotiations — the election of President is approaching — I think M^r Adams will be re-elected — But there is great uncertainty.

You will receive a bundle of Papers, which will give you the News — Cap^t Barron, by whom you will receive this, is to join the Squadron under your command.

I have the honor &c &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Nav Dep 6 Nov^t 1800

Cap^t MOSES TRYON
of the *Connecticut*,

SIR Cap^t Richard Derby is appointed to succeed you in the command of the ship *Connecticut*, agreeably to your request of the 20th ult^o

You will be pleased on his arrival at New London to deliver over the Ship to him with all her stores &c of every Species, a complete Inventory of which you will have made out, and transmit the same with Cap^t Derby's receipt to this office — Having effected this & settled your accounts, you may consider yourself on Furlough until called upon, keeping me informed where to address Letters to you.

I am &c &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Nav Dep 6 Nov^t 1800

Cap^t JAMES BARRON
of the *Warren*

SIR, Having already furnished you with all the necessary Instructions for the government of your conduct on a cruise — it only remains for me now to direct that taking under convoy all the Merchant Vessels bound to the Windward Islands, which may be ready to sail with you, you proceed to S^t Kitts, & cruise in the vicinity of that Island, until you fall in with Cap^t Truxtun, or the commanding officer on that Station, under whose command you will then act, until further orders.

You will afford all the protection in your power to the Vessels which sail under your convoy, & see as many as may be practicable, to their destined Ports.

Wishing you great success & glory, I have the honor &c &c &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Nav Dep 6 Nov^r 1800

Mess^{rs} S. HIGGINSON & C^o
Boston,

GENTLEMEN, I have this day sent on Cap^t Barron's Sailing Instructions for S^t Kitts — Should it be necessary, he may wait three or four days, for Vessels wishing convoy —

I wish the *Constitution* to be in a state of readiness to sail, but I have not finally determined upon her destination —

The *Herald* you will be pleased to have prepared with all possible dispatch.

I have the honor &c

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy,
commanding, Thursday, 6 November 1800

* * * * * At 6. AM Squalley parted the Stream Cable That we
was towing the prize with — Shortned Sail for the prize to Come up —
Latitude Observed 37°55' N.
Longitude 69°19' W.

[HS of Mass.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate
Essex, Captain Edward Preble, U. S. Navy, commanding, Thursday, 6 November
1800

Light breezes & pleasant weather, the sail beforementiond [Schooner
Hector] under or off our lee bow. At ½ p^r 2 pm. cast off [f] the Ship
Juno & Brig *Exchange*. made sail & gave chace to the Sail. At ½
past 3 gave her a Gun. She hove too. & was a brig from Casco bay
bound for S^t Vincents with lumber on board John Walker, master —
At 5 made signal N^o 10. At ½ 7 took the Brigs *Lydia* & *Exchange* in
tow. Made signal. 3 lights in a triangle & fired 3 guns. & made
Sail. At 9 haul'd up Mainsail. — At 6 am set Mainsail & Mizzen T.
G^t sail. [space] Sick men on Board

Lat. Observed 21.30 N

Longitude in 58.55 W

[LC, EPP, 1799–1800.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S.
Navy, commanding, Thursday, 6 November 1800

* * * * * At ½ past 5 [AM] three Sails being in sight ordered the
Enterprize to give chase & made Sail in chase At ½ past 8 AM.
Tacked Ship. At ½ past 10 *Enterprize* came within hail of us, bring-
ing with her the two Sails she had been in chase of. We spoke one
of them, an English privateer from Antigua. She informed us that
there was a French Privateer of 10 Guns to Leeward of Antigua.

At ½ past 11 Took in Sails, and wore Ship to the Southward.
* * * * *

Latitude Observed 16°37' N.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Friday, 7 November 1800

* * * * * At 4 P, M took the prize in tow * * * * *
 Latitude Observed 39°17' N.
 Longitude 67°37' W.

[HS of Mass.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 9 November 1800

First part Squally with rain

At ½ past 6 P M haul'd the fore Sail up —

At Midnight Wore Ship to the S^d and East'd —

At 7 A M Saw a S^t on the Lee Bow made Sail and gave Chace At ½ past 7 came up with her, the Brig *Catherine Henry* W^m Edmunson Master from Antigua bound to Barbadoes —

At 9 Saw a Ship and Schooner to Leeward made Sail and gave Chace At Meridian Exchanged Signals wth the Ship, Wore Ship to the N^d & East'd the West end of Deserada bore S ½ W Distance 2 Leagues Point Chateau S W B S

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Sunday, 9 November 1800

* * * * * At 4 came up with the chase, a Schooner from S^t Kitts bound to Martinio, out 24 hours. She informed that the *Merrimack* had taken and carried into S^t Kitts a French privateer Brig [Sloop *Phoenix*]. At sunset being thick and hazy, could see no Land. At 11 Divine Service was performed by the Chaplain. A Squall coming on put an end to Divine Service. * * * * *

[J. Sawyer Col., Portsmouth, N. H.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]

Nav Dep 10 Nov^r 1800

THO^s FITZSIMMONS Esq^r
Phila^s

SIR The Gov^t have rec^d nothing from Paris since the 17 Aug. — yet it is not doubted that the intelligence lately arrived of a Treaty with France, is true — There were no Dispatches by the Vessel bringing this intelligence, at least, none of recent — Some old Dispatches have been rec^d w^e might have been brought by this Vessel.

I am &c

[NDA. GLB, Vol. 4, 1800-1801.]

To Surgeon George Balfour, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
off Gaudaloupe 10th November 1800

SIR The low and debilitated state of M^r Edward Biddle, has excited my apprehensions for his recovery, and I was astonished to hear from yourself, that you did not know untill yesterday of his Indisposition,

especially as I have been acquainted with it from its Commencement, but on inquiry, I find that M^r Rice your mate, has prescribed Medicine for this Young Gentleman.

Be the skill and abilities of M^r Rice ever so great, he ought not to presume to give medicine, without the Surgeons direction, but to report to the Surgeon every person requiring medicine.

It is not uncommon at Sea for Officers as well as men, to remain ill a considerable time, without reporting their Illness to the Surgeon, & often untill it is too late for medical aid, to be of any releif to them.

This being a fact well known, a Surgeon should by a vigilant examination, find out all the real complaints of every one composing the Crew of a ship to which he belongs.

I am Sir your very Ob^t humble serv^t

Dr. BALFOUR,

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

Extract from log book of the U. S. S. *President* Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 11 November 1800

At Meridian came up with the chase. Sent our boat on board her which proved to be a Danish Schooner from Antigua bound to Surinam. Her papers being clear, dismissed her.

At sunset the Saints bore S. E. Montserrat W. N. W. At daylight west part Guadaloupe bore S. E. Montserrat N. N. W. At same time a Sail in sight. Made Signal for the *Enterprize* to give chase in the N. E. quarter, and made Sail in chase ourselves.

At 10 A.M. The chase bearing down for us, backed Main & Mizzen Top Sails. She proved to be a Ship from Liverpool bound to Jamaica. Wore Ship to Northward.

[J. Sawyer Col., Portsmouth, N. H.]

[12 NOVEMBER 1800]

Captures of French armed vessels made by U. S. Ships of War and brought into Massachusetts District

Mass^{ts} District — Memo. of Vessels captur'd & brought into this District by the Arm'd Vessels of the United States

Ship *Two Angels* captur'd by Cap^t Little of the
 Ship *Boston* — the said Ship *Two Angels* being a } Condemn'd —
 French arm'd Ship —

Amount of Sales.....		\$73, 386. 32		
Marshals acc ^t of Impost & all ex- pences.....	\$18, 506. 16			
Attys fee for libel &c.....	17. —			
Clerks for fees and commissions....	939. 57	19, 462. 73	N ^t	\$53, 923. 59
One half in Bank for Un ^d States.....		26961. 79½		
One d ^e for captors.....		26961. 79½		53, 923. 59

Schooner *La Mutine* a Private French armd Vessel, Condemn'd
captur'd by L^t Russell of Ship *Herald* & the Brig^t *Augusta*

Amount of Sales.....		\$1519. 80		
Marshals Acc ^o of Charges & all expences.....	196. 50			
Attys fee.....	17. —			
Clerks for fees & commns.....	24. 94	238. 44	N ^t	1281. 36
After Bill paid the Prize Master.....				7. 28
				1274. 8
One half to Un ^d States.....		637. 4		
One d ^o Captors.....		637. 4		1274. 8

N B. a number of Articles were taken by the *Herald* & *Augusta* from
this Vessel at Sea of which an Acc^o will be given by the Agents —

Schooner *L'Active* — a French private Armd vessel } Condemn'd
taken by L^t Hillar of the Brigantine *Pickering*

Amount of Sales.....		\$2450. —		
Marshals acc ^o Commns & all expences.....	290. 77			
Attys fees.....	17. —			
Clerks fees & Commns.....	40. 42½			
after Bill p ^d Health Officer.....	5. —	353. 19	N ^t	2097. 81
One half to Un ^d States.....	1048. 90½			
One d ^o Captors.....	1048. 90½			2097. 81

Recapitulation—

One half <i>Two Angels</i>	26961. 79½			
d ^o <i>La Mutine</i>	637. 4			
d ^o <i>L'Active</i>	1048. 90½			28647. 74
Cashier of Branch Bank his rec ^t sent to the Secretary of the Treasury for.....		1687. 94		
In Bank.....		26959. 80		28647. 74

N B. Cap^t Little of Ship *Boston* captur'd & sent in for Trial two
other Vessels suspected of being Americans Trading at a French Port
contrary to the non intercourse Bill —

viz^t The Brig^t *Flying Fish* — Acquitted with damages & costs —
Commissioners are appointed to estimate the damages — And the
Brig^t *L'Espoir* — Acquitted without damages

N[ATHAN] GOODALE Clerk Dist^t Court for
Mass^{tts} District —

BOSTON Nov^r 12th 1800

In addition to the foregoing permit me to observe that Cap^t Little
took from a French Vessel at Sea from Rigauds Quarter of Hispaniola
a quantity of Goods which he sold at Cape Francois & brot the pro-
ceeds home in specie to the amount of about \$7000 — this money is
in the Bank but not yet in the Custody of the Court — the Vessel was
called *L'Heureux* — the Property has been libell'd in our Court, but
as Cap^t Little permitted the people all to go on shore at Hispaniola &
the Vessel sunk at Sea the Action was continu'd for want of proof —

I am respectfully

N GOODALE

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 12 November 1800

First part pleas^t Weather — At 2 P M Tkd to the N^d & East'd — moderate Breezes —

At 6 Deserada W, $\frac{1}{4}$ S 9 Leagues took in top Gal Sails — At 8 Tk'd to the South'd At 9 Set fore & Main top Gal Sails

At Midnight pleasant Tkd to the N^d & East'd — At 2 A M took in top Gal Sails — At 4 Tk'd to the S^d took in Main S^t Jib and Spanker — At 5 A M Departed this Life Ja^s Artfield Seaman of a Billious Fever — At 6 Committed his Body to the Deep Saw a Ship to Leward — At $\frac{1}{2}$ past 8 Wore Ship to the N^d & W^d Set Main top Mast Stay S^t At $\frac{1}{2}$ past 9 took 2 reefs in the topsails. At 10 Set Main S^t & Mizzen At 11 A M Exchanged Signals with the U S Frigate *Cheseapeake* [Samuel] Barron Esq^r Commander At Meridian fresh Breezes, Washed the Orlop Deck

Lattd Obsd 16.46 N.

[NDA, original.]

To John F. Randolph (Captain of Galley), Savannah, Georgia, from Secretary of the Navy

[WASHINGTON, D. C.]

Nav Dep 13 Nov 1800

M^r JOHN F. RANDOLPH
Savannah Georgia,

SIR, It has been determined that all the Gallies shall be immediately laid up.

On receiving this, you will, therefore, make out your pay-roll & return it to M^r Jackson, to whom you will deliver up the Vessel, & all the public stores, guns, ammunition, sails, rigging &^s of which you will previously make out an inventory & take M^r Jackson's receipt for them when they are delivered (a copy of the inventory and a Duplicate of the receipt you will send to this office): after which, you and all the officers & men belonging to the Galley, are to consider yourselves as discharged from the Public service.

I have the honor &^s

[Similar letter sent to Lieutenant Hendrick Fisher, Savannah, Georgia, 13 November 1800.]

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Nav Dep 13 Nov 1800

WILLIAM CRAFTS Esq
Charleston S. C.

SIR I request that you will be pleased as soon as may be to dismantle two of the three Gallies employed in South Carolina, of their military equipments & stores, which you will take in charge. You will discharge the present Officers & crews from the service of the United States & pay them off — When this is done, you will engage one

person to act as Master & 12 men for each Galley on the best terms you can, & furnish them with provisions for their passage to St Marys in Georgia, where you will order them forthwith, to be employed in the collection of live oak timber, under the direction of Ebenezer Jackson Esq^r — It will be proper that the Commanders are something of Seamen & something of coasting Pilots also, and that the crews be able bodied & well qualified for the service contemplated. You will allow one ration p^r Day for each, which is to be the same as the Navy Ration. You will transmit to M^r Jackson lists of the crews, the terms on which they are engaged, the monies advanced them, if any, & the provisions &c furnished.

As to the other Galley, unless she can be employed to advantage which I can hardly conceive, you will divest her of her arms & military stores, discharge & pay off the Officers & crew & lay her up, employing a proper person to take care of her — If, however, in the opinion of the Citizens of Charleston, she can be employed to any public advantage, you will let her remain as she is until further orders, assigning to me the reasons why it is considered that she can be so employed.

I have the honor &c

[NDA. GLB, Vol. 4, 1800-1801.]

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[WASHINGTON, D. C.]

Nav Dep 13 Nov 1800

EBENEZER JACKSON Esq^r

Present

SIR You will be pleased to pay off the Capt^r & crews of the two Gallies in Georgia, & discharge them from the service of the United States — receiving into your care, the guns, arms & all the military stores belonging to them.

After doing this, please to employ proper persons to act as Masters of the Gallies, and twelve men for each — and put them under the direction of M^r [Samuel] Humphreys, or they will be immediately discharged.

I leave it with yourself to hire the Masters & the men, on such terms as you shall think reasonable — & to pursue that mode you judge best, for keeping them supplied with provisions.

Two Gallies will be sent from Charlestown, [S. C.], under the same circumstances & to be employed in the same manner. These you will also consider under your direction — M^r Craft will send you the terms upon which the crews of the Gallies from Charlestown will be engaged, so that you will have no difficulty in paying off the men.

As to the live oak Timber, it is desirable to get it to the different places for which it is destined as fast as possible — Some vessels may probably be sent from these Ports for it — but I wish you to charter every Vessel in your power to transport the timber, not exceeding 50 Cents the cubic foot by actual measurement. — Please to recollect, that Vessels cannot deliver at Phila^a or this place in the month of Jan^r or Feb^r — Let any Vessels then which you may employ arrive at the other ports in these months — On no account must any one Vessel take in timber for two places.

With respect to M^r Miller there is almost a certainty of his complying with his Contract, except as to the time of the delivery of the timber, you may when you think it necessary & safe, make him Advances of money

I wish to hear from you frequently of the progress in getting the timber & in shipping it off.

I have the honor &^r

&^r &^r &^r

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 13 November 1800

hazy weather & strong breezes. Employd bend^d new Mainsail & foretopmast Staysail. At 4 pm gave Chase to a Brig on our star-board bow. Gave her 2 shot. Spoke her Brig *Eliza* Capt Bullock from Rhode island bound to turks island. 10 Days out made signal N^o 10 Ans^d At ½ 5 pm fill'd away Made Signal N^o 39, ans^d At 8 In T G sails & Jib. Close reefd topsails. All the fleet in Sight. At ½ 8 am saw 2 sail to S & W. gave chase Spoke the Brig *Harriot*, Capt Babson from Tortola bound to Boston Stood for the fleet.

Lat. Observed 24.50 N

Longitude 67.30 W

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 13 November 1800

First part fresh Breezes — At ½ past Meridian Spoke the U. S. Frigate *Cheseapeake* on a Cruize — At 2 P M let the reefs out of the topsails At 5 Squally took one reef in the topsails and Wore Ship to the Southd & Westd At 7 took the 2nd reef in the topsails At 8 P M hauld the fore Sail up and down Jib —

At Midnight fresh Gales —

At 8 A M Deserada bore S W ½ W 6 Leag's At ½ past 8 bore away and Set Main top Gallant Sail and fore Sail — At ½ past 9 saw a Sail to the N^d & W^d Shook 2 reefs out of the topsails Set Spanker fore and Mizzen top Gal Sails in Chace

At 10 A M Spoke the U S, Ship of War *Merrymack* — At 11 made S^l and Wore Ship to the S^d and East'd —

At Meridian the N E end of Deserada S E and the S W end South about 8 Miles

Lattd Obs'd 16.32 N.

¶ [NDA, original.]

To Chaplain Robert Thomson, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* at Sea.

14th November 1800

SIR Since you have been on board the U S ship *President* under my Command, every part of your conduct that has come within my imme-

diate Notice has been modest, respectful, and decent, and your attention to the Young Gentlemen (Midshipmen) in teaching them Navigation, has met my most hearty approbation So much so, that I sincerely regret, particularly on their Account, your return home, but as a misunderstanding Subsists between you and the officers of the Gun, room, that I have not been enabled to reconcile, I could not do less than comply with your request to return to America, where I wish you Safe and a happy sight of your friends.

I have the Honor to be Sir with
Great respect your Obedient
Humble Servant

MR ROBERT THOMSON
Chaplain in the Navy of U S.

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Friday, 14 November 1800

* * * * * 3 pm saw land at same time saw Newbury port Lights houses bearing W N W about 3 miles Distance — Wore ship and stood out again —

10 PM wore ship and parted the Cabel of the prize Boston Light house bearing W b N Distance 3 Leagues by Estimations * * * * *

10. AM took a pilot on board Lay off[f] and on waiting for the prize which was not in Sight — * * * * *

[H. E. Huntington L&AG.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 14 November 1800

At meridian spoke schooner *Mary* Capt Jackson from Tortola bound to Wiscasset. At 2 fill'd away & stood for the fleet. At ½ past 3 pm made Signal N^o 14 Ans^d At 7 came up with the fleet, & regulated Sail accordingly.

At 8 handed Mainsail. At 12 at Night Cloudy with Rain, 5 sail in sight At 7 am *Exchange* far astern. At 9 made Signal N^o 10. Deliv'd Brig *Sally* one barrel beef — Saw a strange Sail SW of us. Capt Hall & Capt^s Stokley ask'd leave to quit the fleet. Eight sick men on Board

Lat. Observed 25.47 N
Longitude in 68.6 W

[LC, EPP, 1799-1800.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Saturday, 15 November 1800

This 24 hours begins fresh breezes and cloudy weather 3 pm the prize hove in sight made sail and stood in —

At 5 pm came to anchor in Nantaskett Roads handed all sails & hoisted out the boats

By Over hauling the Sails by Lieu^t Burr the Sailing Master & my Self found the following sails unfit for Use — Viz^t the Main top sail Main Sail fore and Mizen Royalls and Standing Jib all Destroy'd in the Action with the *Berceau* which was Accordingly ripped up for Mending and repairing other Sails —

At 11 AM the prize came to Anchor a breast the Light house — * * * *

[H. E. Huntington L&AG.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 15 November 1800

First part fresh Breezes and hazy Weather At 1 P M the Chace ran a Shore near a Fort on the N W end of Marygalant took in Stay Sails Royals and Steering Sails & hauld up to the N^o & East'd At 2 Tk'd to the S^o & East'd At ½ past 4 heavy Squals of Wind and rain Clewed all Sail up and bore away to the Leeward of the Island —

At Midnight Tkd to the N^o & East' d

At 2 A M Tk'd to the South'd and East'd At 4 Tk'd to the N^o & Eastd —

At 6 A M Tk'd to the S^o & East'd the S W end of Mary galante bore E B N ½ N the N W end N E B N the Southermost part of the Saints bore W ½ S —

At 9 Tkd to the South'd and Eastd —

At Meridian Tacked to the N^o & Eastd Set top Gal Sails the N W part of Dominico bore S W B W and the East part S E and the S E point of Mary galante bore N E ½ N

[NDA, original.]

[16 November 1800]

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

SIR, A Vessell being under sail, I hasten to communicate the following information. —

A boat this day arrived from Cayenne with the following persons on board —

Andrew Mills, Mate	} Sailors {	(of the Sloop <i>Vermont</i> of Phil ^a
Andreas Pickard		F. Turner Master — owned by
George Grant		John Taylor — & chartered by
John Waterbury		John Gardiner —

Who say — that they were taken by a French Sch Privateer, Fouquet, Master, in Lat 13 & Longt 51½. on the 16 Oct — & that the Sloop had arrived at a French Port this side of Cayenne. — Also — James Curry — second mate of the Brig *Hannah* of Boston, Leach, Master, bound to Demarary — was taken in Lat 16 — Long 58. by Sch. *Monkey*, Malvin Master out of Cayenne of 8 Guns — supposes the Brig is retaken (as she had not arrived) — by the persons left on board — viz — Callahan the owner — the Captain, & several passengers. — Also — Daniel Butler — sailor of the Sch^t called — *American* of New York, Pierce master bound to Demarary, owned by Vander Novel — or some such Name — sailed from N Y 28 Sep^t —

was taken by the same privateer 19 Octr. Lat 18. Long 55. — supposes they saw her beating up to Cayenne as they came down. —

These people further inform that the following American Vessells captured were at Cayenne.

Aurora of Portsmouth — several months arrived —

Ship *Independance* of N York — ditto

D^o *Margaretha* of N York — ditto —

Regulator of Phil^s Smith master — lately arrived

Sch *Ruth* of Gloucester (Fish & Lumber Cargo) lately d^e — that there were 24 Am^{ns} on board a Guard Ship — that all these prizes were taken in nearly the same Latitude — and that no preparations appeared to be making for any expedition; that provisions were scarce & dear — and that these captures only, gave them relief. — It appears to me surprising that none of our Ships have been directed to cruise in the Course which Vessells take to this Coast. No Vessel that has arrived here has ever met with one — of which I have been always particular in enquiring. Not a single Amⁿ — has been captured on this Coast since the surrender of the Colony. — Indeed it is to the Windward of Guadaloupe that most of our Vessells are taken. —

By the next Vessel will endeavor to transmit a statement of our Trade to this Colony for the last year —.

I am most respectfully

Your very humble servant

TURELL TUFTS
Consul of U States

The Honorable SECRETARY OF STATE

SURINAM, PARAMARIBO

Nov. 16 1800

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

[16 November 1800]

Extract from log book of the English Schooner *Louisa Bridger*, Captain Eve, concerning engagement with the U. S. Schooner *Experiment*, Lieutenant Charles Stewart, U. S. Navy commanding

"On the 16th [15?] of November, at 11 A. M. got under way at St. John's harbour for New-York. At 2 A. M. [P. M.] Antigua bore S. S. E. distance 4 leagues, from which we took our departure. At half past 5, saw a sail in chase of us on our weather quarter. At 8, carried away our fore top-mast. At 1 A. M. in lat. 19, long. 62 30, saw the said schooner close by us — She came alongside, fired a musket and ordered us to heave too, or they would fire into us. — Not minding this, she fired a gun at us. All our hands being at quarters, we engaged her for four hours, when we ceased firing, as our hull, sails and rigging were very much injured. After this, the *Experiment* fired two broad sides into us. They sent their boat along side, when we learned what vessel it was. They informed us, that we had killed the Boatswain. Capt. Eve went on board the *Experiment*, and Capt. Stewart sent on board hands to help to put the *Louisa* to rights, which was soon effected. No person was hurt on board the *Louisa Bridger*."

[LC, "Connecticut Courant" (Hartford, Conn.), 15 December 1800.]

Extract from a letter from Lieutenant Charles Stewart, U. S. Navy, commanding the U. S. Schooner *Experiment*, to a friend in Philadelphia, dated 16 November 1800

"About 1 o'clock A. M. we fell in with an armed schooner, and after hailing her repeatedly, without receiving any answer, we fired a musket at her, and they hailing, they answered; but not giving me any satisfaction or saying who they were, I ordered them to heave to, until I sent my boat on board; but they refusing, I fired into her, which they returned, and an action commenced. At 4 A. M. she hauled down her sails, and struck: but unfortunately when we boarded her, she proved to be the schr. *Louisa Bridger*, of Bermuda, from Antigua bound to New York. She was very much cut with our shot in her rigging, sails and hull.

"The *Experiment* received no damage, there being only one shot that struck her, which unfortunately killed the boatswain, who was the only person injured on board. We are now endeavoring to refit her, that she may proceed. The captain of her appears to be an obstinate man: he informed me he had fallen in with the *Patapsco*, capt. Geddes, at night, and in the same manner engaged her till day-light."

[LC, "Federal Gazette & Balt. Daily Adv." (Balt., Md.), 15 December 1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 16 November 1800

First part fresh Breezes and hazy Wea^r all Sail Set beating up to Windward — At 2 P M Tkd to the S^q At ½ past 3 Tackd to the N^q & East'd At 6 the South point of Mary galante N E North point of Dominico S W and the Saints W N W Saw a Sail to Wind'd gave Chace — At 7 brought her too after Firing 3 Shots She proved to be the English Letter of Marque *Kenyon* of Liverpool from Bona on the Coast of Africa bound to Jamaica Captⁿ Robinson 387 Slaves on Board At ½ past 7 made S^l to the N^q & E^q At 10 Tkd to the Southd & East'd —

At Midnight Tkd to the N^q & Eastd At 5 Set the Main Sail At ½ past 5 Tk'd to the S^q & E^q and Set top Gal Sails

At 10 A M Saw a Ship close in with the Land bore away At 11 brought her too At ½ past 11 Boarded her the Sloop *La Rue* French Cartele from Martinico bound to Gaudaloupe 76 Prisoners on Board Citizen Pillage Flag Master —

At Meridian fresh Breezes the South part of Dominico bore S B W — Lattd Obs'd 15.29 N.

[NDA, original.]

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

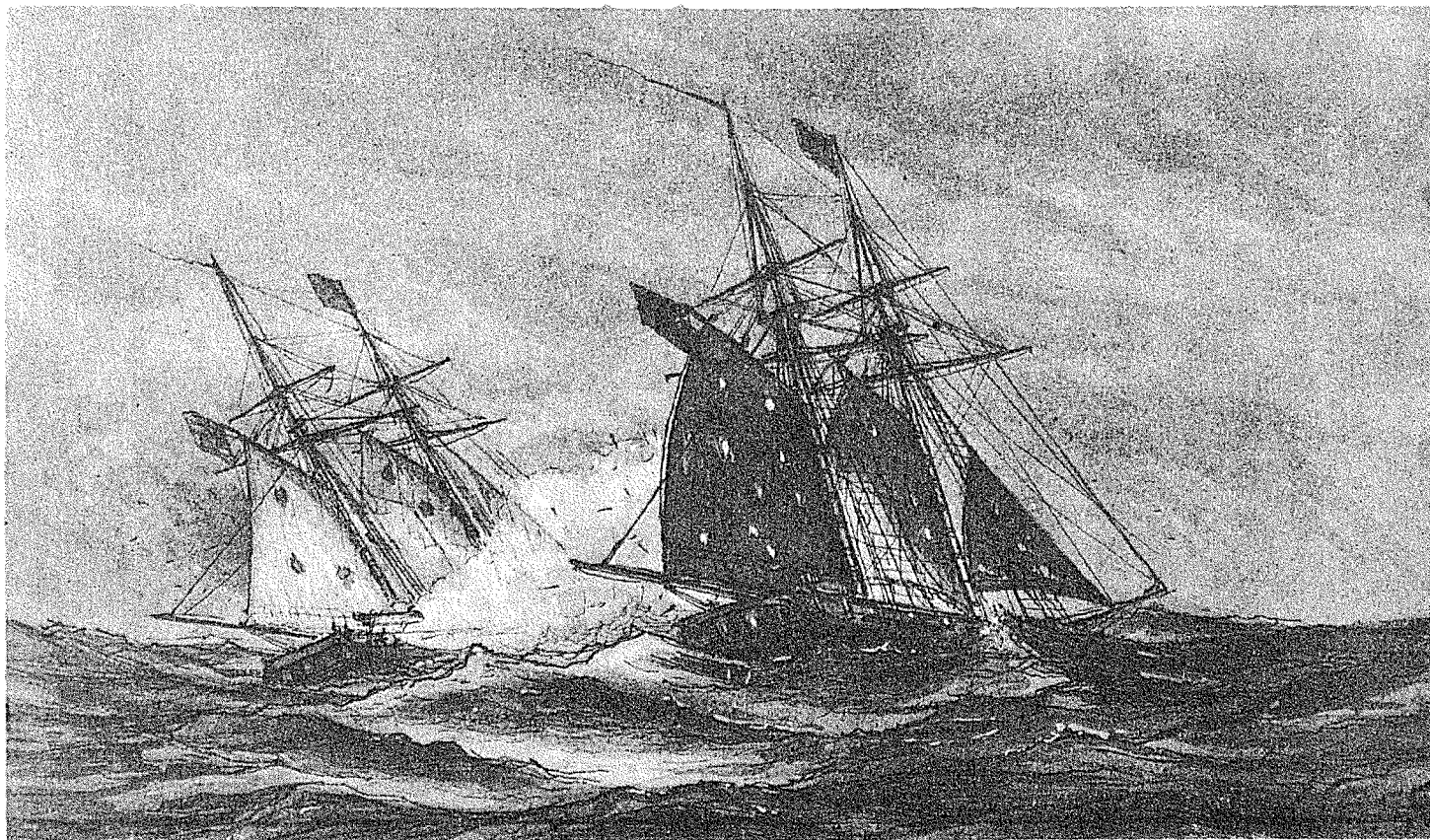
[WASHINGTON, D. C.]

Nav Dep 17 Nov^r 1800

JOSHUA HUMPHREYS

Phila^a

SIR, It being determined that a building yard & Dock for seasoning timber for the use of the Navy of the U States shall be established in or near the city of Philadelphia, I have decided on the grounds of



U. S. SCHOONER EXPERIMENT CAPTURING THE LOUISA BRIDGER, 16 NOVEMBER 1800.

Mess^{rs} Ant^y & Luke Morris, and M^r Allen in the District of Southwark contiguous to and adjoining Federal street, containing about 540 feet front on the river Delaware, and thence back to Front street, as being the most eligible, because to be obtained immediately, which is not the case with the place above the city. I have therefore to request that you will purchase on behalf of the U. States the two Lots belonging to Mess^{rs} A & L Morris & the Lot belonging to M^r Allen, being the grounds before rented, on the best terms practicable, not exceeding however for the whole, the sum of 38000 Dollars

Having concluded the purchases & secured the titles to the property in the United States, by sufficient Deeds in fee simple, which you will transmit to this office as soon thereafter as may be; you will proceed to have erected a sufficient wharf for building & launching ships of 74 guns — a Dock for docking timber, which ought to be large enough to contain the timber for two 74 gun ships & more, if to be made without very great expence — For the purchase monies, you will please draw on me at sight.

I have the honor &c

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Monday, 17 November 1800

First part of this 24 hours S W winds and rain 2 pm got under way at 4 pm came to anchor in president roads in company with the prize where we found at anchor the U, S, Frigate *Constitution* and U, S Ship *Warren*, handed sails and moored ship Ends Moderate Breezes and cloudy Weather —

[H. E. Huntington L&AG.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 17 November 1800

Strong Breezes. At 1 pm. set foresail At 6 pm Ship [*John*] *Buckley* left the fleet

Continues Strong breezes. Regulated sail to keep Company with the fleet At 6 am all the fleet in Sight. Made Signal N^o 80, tack'd Ship & gave Chace to a Brig to Wind^d At 9 gave her a Shot. Shewd American Colours, gave over Chace. Wore ship for the fleet. 4 strange sail in Sight 10 sick men on Board.

Lat. Observed 28.23 N

Longitude in 71.14 W

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 17 November 1800

First part fresh Breezes and hazy W^t At 2 P M took in top Gallant Sails & Spoke a British Ship Letter of Marque from Bona (Africa) with Slaves bound to Jamaica At 3 Saw a Ship to the South'd & East'd At 4 P M Set top Gal Sails At $\frac{1}{2}$ past 5 the N W part of Martinico WSW NE point S S E — At 7 took in top Gal Sails At $\frac{1}{2}$ past 7

Tk'd to the N^d & East'd bore away West At 8 P M hauld up to the North'd

At 3 A M Squally took in & made Sail Occasionally — At 6 Saw a Ship a Stern Tk'd to the South'd & East'd —

At 8 A M Spoke the British Sloop of War *Surrinam* —

At 11 took in Main Sail & Jib

At Meridian fresh Breezes & hazy W^t

Lattd Obs'd 15.12 N

[NDA, original.]

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

[WASHINGTON, D. C.]

Nav Dep 18 Nov^r 1800

Cap^t TALBOT

Boston

SIR, The *Constitution* being ready for sea, you will please to proceed to S^t Domingo & resume your command in that quarter and employ the force you will find there & which may join you, in the manner your Judgment shall direct, for the protection of the commerce of the United States.

You will take under your convoy, all the Vessels which may be ready at Boston, bound for that Island.

You will as hereafter cultivate a good understanding with Gen^l Toussant & the people of S^t Domingo.

In the present state of uncertainty as to our situation with France — when unofficial accounts say that a treaty has been formed, tho nothing official has been rec^d on the subject — it is difficult to prescribe the conduct you are to observe towards French National ships, should you meet with any — It is deemed however by the President most proper, that you should not seek encounters with Vessels of this description unless you find they are capturing American Vessels: — nor will it be proper to avoid engagements with them, should they shew a disposition to attack you. As to Privateers, & all armed ships sailing under French Authority, except National ships, you will treat them as heretofore — But in the present state of uncertainty, it will be more desirable that you should employ the vessels under your command, more in convoying our Trade than formerly — and of course, less in cruising, unless you should find that our Commerce still suffers as heretofore by French Depredations, in which case you will inspire as much activity as possible in all under your command, to capture & destroy the Vessels making the Depredations —

I am directed by the President to assure you, of his intire confidence in your ability to execute the duty now enjoined you, or a duty more important, to the advantage of Your country, & the honor of your own character.

Should it be officially announced in S^t Domingo, or Guadaloupe that there is peace between the United States & France — that French Privateers are ordered not to cruise against the American commerce, and if you find they obey such orders — you will on being ascertained of these things, particularly the last mentioned, cause cruising against them to cease on our part.

You are to take the Provision Vessel, provided by Mess^{rs} S Higginson & C^o, under your convoy, & direct the Provisions to be delivered

to M^r Hammond Navy Agent at the Cape [Francois], for the use of the Squadron, unless you should find it necessary & convenient, to make the distribution among our Vessels there, yourself.

As to the *Congress*, the times of service of a great part of her crew, expiring so shortly, Cap^t Sever may return as soon as you find his services can be dispensed with.

I have the honor &c

[NDA. OSW, Vol. 4, 1800-1801.]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* OFF MARth November 18th 1800

SIR You will proceed to St Pierre's Martinico, as speedily as you can with prudence, When the situation of your foremast &c, is considered, and on your arrival at St Pierre's call on John Gay Esquire for such supplies as you are in want of for the *Enterprise*, and cannot dispense with.

Your first object will be to fish & secure well your foremast, & then get ready for sea again, without delay.

I shall probably appear before the road of St Pierre's with the *President* to morrow or next day, and if I do the ship will be known by having an American Ensign at the fore top gallant mast head, in addition to the Ensign & Broad pendant at the usual place, This Signal you will give to M^r Gay and request him to send me off the best pilot in the place, as soon as the ship appears, tell him the ship draws more water than an English 74 and if I cannot get a birth further from the shore to windward, than that I had in the *Constellation*, I will not anchor for several reasons which you must know.

Let the pilot come off however as soon as the ship appears, I hope you will be in before night; Speak the ship to Leeward or make her the private signal but dont go out of your way much in the situation, you are in, for any thing, the ship to Leeward is either British or one of our own, but most probably British as she is between Dominica & Martinico.

I have the Honor to be your most
obedient Humble Servant

Lieutenant STERETT

Schooner *Enterprise* —

[HS of Pa. NDA, Truxtun's LB, 1800-1.]

To Richard Caton, Baltimore, Md., from Secretary of the Navy

[WASHINGTON, D. C.]

Nav Dep 18 Nov^r 1800

RICH^d CATON Esq
Balt^o

SIR, I am honored with your letter of the 17th ins.

Cap^t Murray in the Frigate *Constellation* will be ready to leave the Delaware, in about one fortnight — and may be sent to any part of the W Indies or Spanish America where she can be most useful in protecting our commerce. I perceive no objection to her convoying any vessels which may be prepared, to Carthagena; but it should be

understood by the Merchants, that our armed ships can protect our Merchant Vessels, only from French Crusiers — & can by no means protect from other Nations, Vessels which may be employed in carrying on contraband trade. No application has been made from Phila^a or elsewhere for convoy to Carthage^a — it might be useful for you to correspond with Gentlemen who are preparing for that voyage — that if the *Constellation* is so employed, she may be as useful as possible.

I have the honor &c

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Navy Dep^t 18th Nov. 1800.

Mess^{rs} S. HIGGINSON & Co.

Be pleased to charter immediately a vessel to carry from 1000 to 1200 Barrels to go with Captain Talbot, with provisions for the use of our Squadron at S^t Domingo, to be loaded with such articles, as, on consultation with Capt^t Talbot, you shall judge best.

In two days, Capt. Talbot's instructions to sail for S^t Domingo will be sent on.

I am &c

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 18 November 1800

At Meridian saw a sail ahead. In staysails & hauld up Mainsail — Spoke the Schooner *Amelia*, 4 days from Savannah bound to S^t Thomas' She was in longitude 72.0 W & under Danish Colours. Made all sail & stood for the fleet. At 7 pm came up with them, regulated Sail accordingly.

Moderate & Clear, all the fleet in Sight. 9 sick men on Board

Lat. Observed 30.38 N

Longitude in 71.48 W

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 18 November 1800

First part Squally —

At ½ past Meridian Tk'd to the N⁴ & East'd

At 1 P M Squally took the 2nd reef in the Topsails and Set the Main top Mast, Stay Sail At 2 P M Saw a Sail to Wind⁴ gave Chace At 3 Spoke the Chace the British Armed Brig *Surrinam* Geo Mainland Master from Norfolk Via Bermuda Bound to Martinico — At 6 Spoke the U S Frigate *President* Commodore Truxton with the Schooner *Enterprize* in Co, At 7 made Sail At ½ past 8 took the 2nd reef in the Topsails —

At 6 A M Tk'd to the S^t & East'd Deserada bore N B W 4 Leagues Distance Mary galante W S W and Petit Terra W N W Unbent the Mizzen and Bent a new one —

At 11 A M let one reef out of the topsails

At Meridian the North point of Mary galante bore W B N $\frac{1}{2}$ N and the South end West 5 Leagues Distance

Latt'd Obs'd 15.33 N.

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 18 November 1800

Fresh breezes & clear weather.

At $\frac{1}{2}$ past 12 the *Enterprize* hove out the Signal of distress. Answered it, & backed Main Top Sail &^e &^e. At $\frac{1}{2}$ past 1 spoke her, and found she had sprung her Fore Mast in the partners.

At 4 P M saw a Sail to Leeward, At 5 Exchanged Signal of the Day with her. At $\frac{1}{2}$ past 5 wore ship.

At sunset S point Dominico bore S W $\frac{1}{2}$ S, North point W B N $\frac{1}{2}$ N. At $\frac{1}{2}$ past 10 P M. lost sight of the *Enterprize*. Shewed two lights, Tacked Ship for to see the *Enterprize*. At 2 the *Enterprize* in sight.

The Commodore ordered Lieu^t Sterret to speak or exchange Signals with the strange Sail to Leeward and then make the best of his way to S^t Pierres (Martinico) and get a new Fore Mast.

At Meridian N point Martinico bore W By S.

Latitude Observed 14° 50' N.

[J. Sawyer Col., Portsmouth, N. H.]

To Lieutenant Thomas Calvert, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Nav Dep 19 Nov 1800

Cap^t THO^s CALVERT

Balt^e

SIR, You will immediately repair to Phila^a & assume the command of the Brig *Eagle*.

You will take with you, the Boatswain & Gunner who sailed in the *Norfolk* — M^r [Stephen] Decatur [Junior] will join you as Lieu^t & Doc^t Webb as Surgeon — Midsⁿ & other Officers are already on board.

I have the honor &^e

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]

Nav Dep 19 Nov^t 1800

M^r SAMUEL HUMPHREYS

Philadelphia

SIR, The contractors for timber in Georgia, are making great exertions to get the timber from thence this winter — You will therefore

take a sufficient Number of Assistants to measure the timber: you had better take too many, than too few.

Four Gallies, with a Master & 12 men to each, will be placed under your direction, to carry about the moulds &c

If in the course of the winter, you can procure any Vessels to assist in transporting the timber, at not exceeding 50 cents the cubic foot, be pleased to do so.

Should you want more money you may draw on me from Phila^a

I have the honor &c

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]

Nav Dep 19 Nov^r 1800

ARCH^d CAMPBELL Esq

Balt^o

SIR, I hear the *Balt^o* has arrived.

Be pleased to have all her military & other stores & Iron Ballast taken on shore, & sell the Vessel her sails & rigging, anchors & cables on the best terms in your power — She had better be offered for sale immediately, that the Purchaser may have time to fit her out, before the ice sets in — She will I should suppose, sell better now, than if the sale was delayed.

I have the honor &c

[NDA. GLB, Vol. 4, 1800–1801.]

[20 November 1800]

To Captain George Cross, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

DEAR SIR You will proceed with the convoy from hence, touching at St Christophers, and St Thomas, where you will take charge of such of our vessels, as may be bound home, and keep with them as far as the Latitude of 32° North, when I suppose they will be out of all danger from French Privateers, but should you hear of privateers being to the Northward of this Latitude, Keep with them untill you suppose they are out of danger, before you make the signal for each to take his own course, and make the best of his way.

Wishing you safe home, I have

the Honor to be your very

Obedient Humble Serv^t

U S SHIP *President*

St Pier's road Martinique

20th November 1800.

GEORGE CROSS Esq^r

Command^t U S Ship *John Adams*.

PS Be pleased to be very particular and forward the enclosed packet by first mail to the Secretary of the Navy, It contains some papers of very great consequence.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Secretary of the Navy, from Simeon Baldwin, Clerk of District Court for Connecticut District

NEW HAVEN Nov^r 20th 1800 —

To the Hon. BENJ^t STODDERT

SIR At a District Court held at New London in the District of Connecticut on the 12th inst. Returns were made by the Marshall of the Sales of the Schooner *Vengeance* & her Cargo — an armed french Vessel, captured by the Ship *Trumbull* David Jewett Esq^r commander, on the 3^d of August last, & lately condemned as lawful prize — on which return the Court pronounced the following Decree for Distribution. —

"The United States & ^r	} The Marshall having made return of
vs	
"Schooner <i>Vengeance</i> & ^r	} Sales of the Prize Schooner <i>Vengeance</i> &
"her Cargo & lodged the same in Court — which sales amount	
"to the sum of.....	4260. 70 Cents for Vessel & goods
"and Cash received.....	8974. 96 sold —

"the whole amount being..... 13235. 66 as per return

"from which deduct amount	} 559. 23
"of Costs & Expences as	
"p ^r Bill.....	

"Neat sum to be divided —

"Dol..... 12676. 43. Cents — Which sum

"of Twelve Thousand six hundred & seventy six Dollars & forty
 "three Cents, this Court order & Decree to be equally divided
 "between the United States & the Captors — The moiety belong-
 "ing to the United States, to be subject, & paid over to, the Draft
 "or order of the Commissioners appointed to receive the same
 "for a fund for the payment of Pensions & half pay &^r of the
 "Officers & seamen — The other moiety of said sum to be paid
 "over to the Captors, their Agents, attornies or assigns legally
 "authorized to receive the same in such proportion as is by Law
 "to be distributed, & according to such List of the Officers & men
 "entitled to a share in said Capture, as shall be transmitted from
 "the Secretary of the Naval Department" —

The moiety belonging to the United States, and amounting to the sum of Six Thousand Three hundred & thirty eight Dollars & twenty one Cents & five Mills remains deposited in the Bank at New London — subject to my Draft in pursuance of the order of the Commissioners — I therefore hope it will be convenient for them to draw on me payable at that Bank, or direct to whose account I shall transfer it —

I am also directed by the Judge to request you to transmit to me, a certified List (which it is presumed has been forwarded to your office) of the officers & men of the Ship *Trumbull* entitled to Shares in that prize, distinguishing their Grades & Classes — no List having been presented to the Court — & also whether any & what Comodore is entitled to a part of the prize. —

As no prize Agent has been formally appointed by the Captors, & Doubts have arisen with respect to the manner in which such Agent

ought to be appointed I am also directed to solicit information from your office of the usual practice in such cases — Whether the Captain has the power of appointment for the whole Crew — and whether individuals can appoint Agents for the reception & distribution of their part of the avails — other than the general Agent of the Crew — And if no Agent is appointed by the Captors — whether the Naval Agents of the United States for the ports as such have right to the reception & Distribution of prize money. —

I should have written to you sooner, but on my return from New London, was obliged to attend the stated session of the District Court at Hartford from which I returned last evening —

I am with great respect
your obed^t ser^t

SIMEON BALDWIN *Clerk*
of Dis^t Court for Con^t District

[NDA. XZ, 1798–1800.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 20 November 1800

[Harbor of St. Pierre] * * * * * At 4 P. M. tacked Ship off Shore. At 5. P. M. In Top Gall^t Sails &^e &^e and backed Main Top Sail, when the Captain of the *John Adams* paid his respects to the Comodore. * * * * *

[J. Sawyer Col. Portsmouth, N. H.]

To Charles Biddle, Agent for Prizes captured by ships commanded by Captain Truxtun, from Captain Thomas Truxtun, U. S. Navy

ST PIERE'S MARTINIQUE 21st Nov^r 1800

DEAR SIR Captain Cain attended in my absence from Philadelphia, a prosecution against the North American Insurance Company, for a loss on the friends adventure, *Caldwell lost in Cadiz bay*. M^r John Gay was One half Interested in this concern, and Cain and myself each one fourth. Three fourths of the amount of Insurance Recovered, which Captain Cain has received, I have directed him to pay you, which I trust he has done ere this, And as one fourth of it only belongs to me, You will pay to the order of M^r Gay, the other two fourths should you have received the same from Captain Cain, which will end that unfortunate transaction.

I am always yours sincerely.

CHARLES BIDDLE Esq^r
Philadelphia

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

[21 November 1800]

Extract from a letter from Captain John Smith of the American Merchant Brig *Heroine*, to his owner in Hartford, Conn.

ST. PIERE, Nov. 28 [1800].

"On the 21st November fell in with two English Letters of Marque, under the command of Capt. Findley, in the Ship *Carolina*, of Liverpool, of 22 guns, who very politely offered me his protection to this

port, altho' it was 60 miles out of his way, which I gladly accepted of. On the next day fell in with a French privateer of 10 guns and 120 men, who received a decent flogging and sheered off. I feel myself under the greatest obligation to Capt. Findley, through whose politeness I have saved my vessel, and request that you would cause this act of generosity to be made public."

[LC, "Connecticut Courant" (Hartford, Conn.), 29 December 1800.]

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

[WASHINGTON, D. C.]
Navy Dept —
21st Nov. 1800.

S. HIGGINSON & Co —

I am honoured with your letter of the 11th inst — and have obtained an order from the Sec^y at War on the Storekeeper at Springfield for 100 Bbls of Powder — I pray you to make use of every means in your power, that no delay shall take place in respect to the sailing of any of the Public Ships, for want of this article, Besides the above, I ordered on the 13th inst, 100 bbls Powder to be shipped to you from Phil^a which I hope will arrive in time for either of the Ships except the *Constitution*

I am &C

B S —

The order of the Sec^y War, is forwarded from his office to Springfield [NDA. GLB, Vol. 4, 1800-1801.]

To Secretary of War from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 21 Nov^r 1800.

SECRETARY AT WAR

A parcel of powder sent from Phil^a to Boston, turns out to be so indifferent, that Captain Talbot very prudently declines taking it. His Ship only waits for powder. I ordered a further quantity some days past from Phil^a to Boston, but this may also prove bad — — I have therefore the honor to request that you will be pleased to send me an order on the Storekeeper at Springfield for the loan of 100 pounds Cannon Powder.

I am Sir

B[ENJAMIN] S[TODDERT]

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

To Secretary of the Navy from Phineas Miller, Contractor for timber, Georgia

CUMBERLAND ISLAND Nov^r 21st 1800

SIR In the enclosed copy of a letter written by the last mail, I took the liberty to propose the cutting a part of the timber for my contract in the Province of East Florida — since which I have been to examine a tract of timber opposite to Amelia Island in company with our Master workman and find that we should be able to procure a greater

number of large and valuable pieces upon that one tract, than we have yet been able to find in every part of this state.

We could here obtain the stem pieces and transoms for several of the ships, and it is as yet improbable that they can be found in any part of this state — For hitherto our most sanguine expectations have been disappointed from the rottenness of every tract of very large timber we have found —

It appears therefore so much to the interest of Government that this timber should be procured, that I had almost concluded to have it cut immediately and confide in the prospect of its meeting your approbation — Allow me to hope for the earliest instructions on this subject to M^r Jackson or M^r Humphreys, and believe me to be most respectfully —

Your very Obed Servant

PHIN^s MILLER

[NDA. Misc. L. 1802–1804.]

[Enclosure]

To Secretary of the Navy from Phineas Miller, Contractor for timber, Georgia
(Duplicate)

CUMBERLAND ISLAND Nov 14 1800

SIR The unexpected detention of M^r Jackson the Navy Agent in his return from the Northward, induces me again to trouble you on the subject of my Contract for Live Oak timber — The number of hands who have already arrived for this employment amount to two hundred & forty, and sixty or seventy more are daily expected — With these hands we ought to finish cutting the necessary quantity of timber, before the spring if it is to be found in this state — But without we receive the aid of two or three inspectors immediately we cannot be ascertained of the kind & number of pieces which remain to be cut, and of course cannot proceed in the business to our own advantage or that of the public — Unless the extra pieces which may be cut to suit the moulds will be received by the Government at the same price as that which shall be cut for the contract agreeable to a proposition which was made the last season but was not answered — As it was reasonable that timber when put into a dock was better than to remain standing, and that it would never again be cut and delivered at so low a price, it seemed probable that any timber which could be cut beyond the amount of the Contract would be acceptable to the Government —

In any case it is essential to my successful termination of this heavy engagement that the timber be inspected as fast as it can be delivered at proper landings for which more than one inspector will seem to me indispensably necessary.

I must also beg leave to know if there will be any objection to my cutting timber and delivering it in the Province of East Florida if it should be difficult to procure in this State — And am respectfully your very obe'd Servt —

PHIN^s MILLER

The Hon^{ble} BENJ STODDART Esq^r
Secretary of the Navy City of Washington

[NDA. Misc. L. 1802–1804.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 21 November 1800

Moderate breezes. At 2 pm hove too for the fleet to Come up. Sent the Jolly boat on board the *Juno* — Capt Bernard gave up his Signals. At 4 filld away & double reefd Topsails. At 10 Close reefd M. T. sail At $\frac{1}{2}$ 11 handed Mizen Topsail, one sail in Sight. At $\frac{1}{2}$ 12 sent down T G^t Yards. heavy Squalls with lightning. At 2 am reefd foresail & set Storm Staysails. At 7 come on a heavy gail of wind. In foretopsail. Carried away M^a T. S. sheet. handed the Sail. in y^e night lost sight of the fleet. At 8 launch'd T G^t masts. Set reefd Mainsail. Saw 2 Sails to leward of us, one a Schooner standing to the S^d heavy gails & squally. 5 sick men on board

Lat. Observed 34.55 N

Longitude in 73.16 W

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 21 November 1800

First part Moderate & pleasant W^t

At 4 P M haul'd the Main Sail up & wore Ship to the N^d & West'd At $\frac{1}{2}$ past 4 Set the Main top Gallant Sail —

At $\frac{1}{2}$ past 5 P M the North point of Dominico bore W B S dist 14 Leagues At 6 Clewed up the topsails & Furled them —

At 8 P M wore Ship to the S^d & East'd

At 6 A M Saw a Sail to Windward At $\frac{1}{2}$ past 6 made Sail and gave Chace —

At $\frac{1}{2}$ past 9 Tk'd to the North'd At 11 A M Tkd to the S^d and East'd gave the Chace a Gun —

At Meridian Boarded the Brig *Speculation* of Demerara from Boston bound to Demerara Peter Knight Master 33 Days out —

Lattd Obs'd 15.36 N.

[NDA, original.]

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

PHI^a Nov^r 22nd 1800

BEN STODDERT Esq^r

SIR I have this Moment rec^d your favor notifying the appointment of Lieut^t Campbell & Van Dyke, both of these Gentlemen are very young Lieu^{ts} & have still less experience

As I before advised you both M^r Brookes & M^r Gordan stand in the same predicament, the latter of which hath not rec^d his Com^a & my sailing Master is of little use to me, had I an experienced first Lieu^t I should not regard the other gentlemens want of experience, circumstanced as I now am the whole toil, & management of the ship must fall on me —

I think it my duty to advise you of these circumstances, but am always ready to acquiesce in any of your arrangements —

My Zeal for the service may some times carry me to a degree of intrusion, but I must venture to inform you that the Com^t of the *Norfolk*, has not conducted himself as reputably as he ought to have

done, a reference to his Lieu^t will inform you further, he was guilty of great misconduct in the brush he had with a french Privateer in his late Cruise. [See documents dated 19 June and 25 October 1800.]

I expect to be ready in ten days for your orders & in the interim, have ordered the ship down to New Castle for fear of the frost from whence I shall be ready to start at a moment —

I am &c, &c

[NDA. A. Murray's LB, 1799–1805.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Saturday, 22 November 1800

[Harbor of St. Pierre] * * * * * The U. S. Ship *John Adams* Cap^t Cross sailed with a Convoy to the United States. * * * * *

[J. Sawyer Col., Portsmouth, N. H.]

Extract from a letter from a young man on board the U. S. Frigate *United States*, to his father in Philadelphia, Pa.

dated at the Hook,
Nov. 23 [1800]

"We have every thing ready for sailing, expect in 2 or 3 days to go down the bay of Delaware as far as Bomba-Hook, where our stay will be but short. It is reported the *Constellation* and *Ganges* ships of war will sail with us on an expedition, or cruise, at present unknown, except to the commanders. We had a young sailor born on board our ship this week, the very day the mother came on board — the child is a lusty fine boy; and what is remarkable, he is double eared. We live extraordinary well — our ship is in good order and condition — our officers skilful and seamen intrepid — and our stores good and plentiful."

[LC, "Connecticut Courant" (Hartford, Conn.), 15 December 1800.]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* ROAD OF S^t PIERR'S
23^d November 1800

SIR You have unfortunately been too long repairing your foremast, the Carpenters I fear cause unnecessary delays in fishing it &c. I trust however you will certainly sail on Tuesday, and if so probably you will fall in with me, about Bassateer, the Saints or Englishmans head, but at all events, you must be at Bassateer S^t Christophers, the first or second of December, as I have directed the most of the Squadron, to meet me there, and receive other instructions. —

I am Your very Ob^t Serv^t

L^t STERETT *Enterprise* Schooner service of U S.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun,
U. S. Navy, commanding, Sunday, 23 November 1800

* * * * * Came to an Anchor at Fort Royal the British Packet for September. By her very late London Papers are received, from which it appears that our Ministers had concluded a Treaty of Amity and Commerce with those of France.

As the packet touched at Barbadoes, they there learnt that the U. S. Ship *Boston* Capt Little, after a running fight of 4 hours, had taken a French Corvette of 24 Guns.

Having received all the water on board, got every thing ready for weighing Anchor

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]

24 Nov^r 1800

MR BENJ^s STODDERT

SIR The Enclosed Letter will shew that L^t Cowper commanding the Ship *Baltimore* has taken a Marine, enlisted for 3 Y^{rs}, by name Samuel Thompson, and enter'd him on the Ship's Books, and afterwards discharg'd him, a Power I conceive never intended to be vested, in any Navy Officer. My Officers can have very little encouragement to enlist Men, and be at the Trouble of teaching them the Manuel Exercise, if they can be thus taken from them; nor will the publick be pleas'd to incur such an Expence. As I have no mode of rectifying this Business now, but through you, I hope you will signify your disapprobation of such Conduct, and inform L^t Cowper that no Navy Officer, can take a Marine enlisted for 3 Y^{rs} and make of him a Sailer for one, and after that, discharge him.

I have also to inform you that by a Letter from L^t Claypoole, a Quantity of Marine Cloath^s put on board under his care for the Use of the Marines of the Ship *Baltimore* have been in part injured and some totally lost; by which means, the Marines have been deprived of their Cloaths, and an unnecessary expence incurr'd on their arrival at Norfolk. The Navy Agent has paid for New Cloaths there without Orders from me. Cloaths were sent by y^r Order to Baltimore to meet the Ship and were there in time; had she proceeded to Baltimore. The Accident of the loss of the Cloaths, are reported to me to have been in consequence of L^t Cowpers having put L^t Claypoole on Shore, who could then no longer be considered as responsible for them.

The Care of the Marine Cloaths then actually fell on L^t Cowper. As there has been an expence incurr'd, and an improper Interference I conceived it my Duty to lay before you, matters as stated to me. —

I have the honor to be

Y^r Ob^t Ser^t

W W B

L^t C C

M C

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 24 November 1800

At 1/2 past 5. PM. unmoored Ship and put to Sea. While loosing Top Sails, Jn^r M^r Cloud fell from Main Top Sail Yard, struck against Main Channels & fell overboard & was seen no more.

At 10 PM. the N. W point Martinico bore N E 1/2 E. At 4 AM. Dominico bore S E 1/2 S. At 6 AM 3 Sails in sight. Made Sail. At 7 Tacked Ship. At 8 Fired a Gun at one of the Sails. Brought her too proving to be an American Brig from Barbadoes bound to S^t Thomas. Captain Cenas [Louis André Senes], who commanded the French Corvette [*Berceau*] taken by the *Boston*, gave a particular account of the action.

[J. Sawyer Col., Portsmouth, N. H.]

To Secretary of State from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^t 25th Nov^r 1800

SECRETARY OF STATE

D^r SIR — — — The Secretary of the Navy has the honor to return the papers from M^r Sodastrom respecting the Schooner *Mercator* captured by W^m Maley [15 May 1800] — and the [*Charming Betsey*] recaptured from the French by Cap^t Murray [2 July 1800].

L^t Maley is a very ignorant illiterate man and has been dismissed the Service principally for his conduct towards Neutral Vessels. It appears from documents in the hands of the Secretary of the Navy, that this W^m Maley did capture the Schooner *Mercator* under Danish colours, on suspicion of being a French vessel in disguise — that he put a prize Master on board of her, and ordered her to Cape Francois, to receive the directions of Cap^t Talbot his commanding officer — but that she was taken from the prize Master by a British Privateer, the *Gen^l Simcoe*, and carried into Jamaica, where she has been condemned as Good prize to the British captor.

On the subject of the Danish Schooner recaptured from the French by Cap^t Murray — he Cap^t Murray acknowledges having made the recapture in a letter of July 1800 he says the vessel was under very doubtful circumstances — and that he should send her to the U States where she has since arrived. He says nothing about the sale of her Cargo in the West Indies — It is most probable, that he retains the money arising from the sale of the Cargo, to follow the fate of the Vessel — and that the Cargo was sold because it was considered to be of a Perishable nature. The Secretary of the Navy has written to Cap^t Murray, for further information respecting this Vessel.

Upon the whole, He is much inclined to believe, that the statement made in the case of the Schooner *Mercator* is a Just one — and that there was no pretence for capturing that Vessel — Why then have the British condemned her a Good prize? —

As to the other Vessel — she is now under trial — or has lately been tried — it is presumed the result of the trial will shew whether the claim in her case is Just. — If Just — the Vessel will be ready to be rel^d to her owner — and Cap^t Murray will have the proceeds of the Cargo to deliver up —

[NDA. Sec. State LB, 1798–1824.]

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

[WASHINGTON, D. C.]
Navy Dep 25 Nov^r 1800

Cap^t ALEX^r MURRAY
Phila^r

SIR, A demand has been made by the Danish Government for the Vessel [*Charming Betsey*] recaptured by you from the French. I fear the claim will prove well founded. You mention in your letter to me of the 12th July 1800 — that this Vessel was under very doubtful circumstances — that you should send her to the U States for trial — where she has since arrived — and that she clearly came under your Instructions in the 5th Sect of the Act of Congress, preventing an intercourse with the French — That act expired with the 3^d March 1800; but the 8th Section of the Act "further to suspend the commercial intercourse between the U: States and France", amounts substantially to the same, as the 5th Section in the former act.

It is stated in the demand, that the Cargo of this Vessel was sold in the W Indies. Why was it sold there?

I pray you to give me, as early as possible, full information on the whole of this subject.

I have the honor to be
 &c &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 25. Nov^r 1800 —

SIR I have the honor to request that you will afford all the aid you can without neglecting important objects, to the Schooner *Flying Fish*, Capt Chilton — and if any of our Vessels are returning about the time of her return, afford her Convoy —

I have the honor to be
 Sir Y^r Most obed Serv^t

BEN STODDERT

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

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

[WASHINGTON, D. C.]
Navy Dept — 25th Nov. 1800.

Captain GILL

I have received your letter of the 20th inst —

The powder contracted for by Lane & Decatur must be of sufficient strength to propel with one ounce, a 24 pound ball, from a Mortar elevated at 45 degrees, to the distance of 180 feet. Be pleased to receive none of inferior strength — If any part of the Powder delivered, should be of superior strength, I have engaged to make a reasonable allowance.

If you can procure powder of sufficient strength, be pleased to make the shipment to Mess^{rs} S. Higginson & Co.

I have enclosed M^r Billingtons account to M^r Whelen, who will discharge it, and take your receipt for the Cloathing —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

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

WASHINGTON 25 Nov^r 1800

M^r BENJⁿ STODDERT

SIR The Bearer Serg^t Murray is sent from the Ship *Baltimore*, to make his Complaint against one [James Ellicott] west a Midshipman, I am inform'd that L^t Cowper wishes the Serg^t to obtain Satisfaction. He has been inhumanly butcher'd and I beleive disabled for Life, I cannot agreeable to the Law recommend him for a pension, but I must discharge him. I request you to hear the Story from his own mouth; tho' the Amount of it was, that west, order'd a Sentry to go from his Post to hail a Boat with Oysters; the Sergeant told him it was contrary to Orders for a sentry to leave his post, or be enter-ferr'd with: upon which the Midshipman, west, drew his Sword and has nearly chop'd him to pieces. I hope M^r West will be order'd to make up the Matter with the Sergeant & provide for him, or that he be arrested. If any of my Officers were to dare to strike a Sergeant, I would force them out of the Corps. I have no Controul over west, but refer the Sergeant to you for Satisfaction, hoping that no Man under your Care, shall be injured wth Impunity. Had I the Power of redressing Injuries myself, I should not trouble you.

I have the Honor to be

Y^r ob^t Ser^t

W W B.

[MCA, LS, 1800–1801.]

[25 November 1800]

Concerning capture of the brig *Washington*, Captain Ricker of Portsmouth, N. H., by a French privateer, and recapture by Captain Ricker

Arrived at Boston on the 15th inst. brig *Washington*, Capt. Ricker, of this port, from Surinam. Sailed from thence Nov. 17. — Nov. 25, within 3 leagues of St. Lucia, was captured by a French sch. privateer of 10 guns, out from Guadaloupe. A prize master, and 5 other men were put on board the *Washington*, and all the persons taken from her except Capt. R. and a black man. The privateer then departed. Nov. 28, off Dominica, at 5 in the morning, two of the Frenchman being on the fore-top-sail yard, rigging out the steering sails, and one about half-way up the shrouds, proceeding to assist. Captain R. proposed to the black man an attempt to retake the vessel. Two, of the 3 Frenchmen who remained below, were on the forecastle, and the third was at the helm. The capt. armed himself with a broken pump-handle, while the black man's weapon was the cook's axe.

Capt. R. proposed that the negro should assault one of the men on the forecastle, while he attacked the person at the helm. This plan was executed. The captain knocked his man down and threw him into the cabin. The negro also gave his blow; but the Frenchman recovered from it instantly, and drawing his knife, rushed towards the captain — but a timely application of the pump handle stopped his course, and reduced him to the stunned situation of his comrades in the cabin, in whose company he was soon placed. In the mean while the negro had inflicted a fatal blow on the other Frenchman (the prize master) on the forecastle, and he fell lifeless into the sea. The privateersmen aloft observed these proceedings with trembling, and the one on the shrouds jumped into the sea. After thus gaining the victory, capt. R. threw out his long boat, and placing in her a sufficiency of stores, took up the wounded men & put them on board, & suffered those aloft to descend and enter it — when, directing them the course to Gaudaloupe, he gave them two oars, and wished them a *bon voyage*. Capt R. then proceeded to Dominica, where a British cruiser soon afterwards arrived having picked up the boat with the Frenchmen, and the man who had sprung overboard, after he had been 13 hours in the water. The long boat was again restored. Capt. Ricker not being able to procure men at Dominica; proceeded to St. Kitts, where he obtained seamen — and has safe arrived at Boston.

[LC, "Salem Register" (Salem, Mass.), 29 January 1801.]

To William Kirkpatrick, U. S. Consul, Malaga, from Richard O'Brien, U. S. Consul General, Algiers

Copy

ALGIERS the 25 November 1800 —

SIR The Ship [*George*] *Washington* sailed the 19 of October for Constantinople having onboard the Algerine Ambassador & regalia, this was a forced business on the part of the regency, & I had no alternative but to acquiesce [acquiesce] or war and detention would be the result — Our affairs with Barbary has been much neglected I have not heard that the *Anna Maria* from New York for Tunis with Stores is arrived only one Cargo of the Peace Stipulation to Tunis is sent forward notwithstanding we are at Peace with that State 3 years — we are in our annuities to Algiers two years in arrears — & Tripolia threatens the United States with difficulties if the Bashaw does not receive an extraordinary present it must be either money or Balls

I am glad to find that the United States has arranged with France it will be the means of facilitating our frigates to this Seas where they are much wanted to keep the evil minded in awe if not depend we shall share the fate of the Deans [Danes] at Tunis, the Swedes at Tripolia, and of many at Algiers —

The Squall of Spoilations to the Deans at Tunis amounts to upwards of $\frac{1}{2}$ a million of Dollars, the Tripolines has taken 15 Sail of Swedes the[y] of [course] will be all condemned the Dean Commodore arrived here the 10th Inst. on the 16th paid 60 thousand Dollars on account of a Dean frigate last Summer Skeering an Algerine corsair whom run on shore of her own accord at Cape Carthage said corsair cost 10 Thou-

sand dollars but the dey got a good price for the lost corsair — the Algerines &* well knows that the Baltic is frozen 6 months in the year that the Deans Employ in this Sea from 3 to 500 Sail of vessels that the[y] gain thereby 3 or 3½ millions of dollars & the Deans Settlement at Tunis was well known to this regency before the comodore arrived there was no alternative but to either pay or war would be the result Each knows their affairs & what will be to their Interest — the Swede Consul Mathias Skjoldebrand & family left this Place in the Dean frigate on the 20 Inst. he had great difficulties to Settle on account of Algerine cargos shipt in Swede vessels & Captured by the British & french, the Swede Consul was obliged to give bills to the Jew-Directory of Algiers the Bacris & Basrach * * * to the amount of 70 thousand Dollars, the British Consul has been here these 3 months the regency has captured 250 Neapolitan Sicillians & Maltese which were navigating with the Passports of Admiral Nelson & Governor Ball, Lord Keith by letter has forcibly claimed those unfortunate men but the regency has treated the demand with contempt & demands to the amount of 160 thousand dollars on account of Algerine Cargos Condemned by the British. Algiers is insensible (and has a right to be so) of the nation & nations the[y] treat with such contempt and indignities, but in comparison to the British nation Algiers might be compared to an ant or a fly disturbing the repose of a Lion, however in my opinion those times will not last long, the[y] will change on one tact or the other — Since the Spanish Peace with Algiers these People thinks there is no Christian nation can cope with them — this Letter you might admit to be published in the United States —

I am Sir very respectfully
your most ob^t Serv^t

Signed RICHARD OBRIEN

WILLIAM KIRKPATRICK Esq^r
Consul for the United States of America
At Malaga

[SDA. CL, Malaga, Vol. 1, 1793–1814.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Tuesday, 25 November 1800

[In harbor of Boston, Mass.] S W winds and cloudy Weather sent all the prisoners ashore to Castle Island all hands Employ'd on Ships Duty 3 Carpenters to work on board Ends moderate and cloudy Weather —

[H. E. Huntington L&AG.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 25 November 1800

Stiff breezes & smooth sea. At 2 pm saw a sail to the Northward. At 4 gave her a shot haul'd her wind. Tack'd to the S. W. after her. At 7 handed Mainsail & hove too. Spoke the Schooner 22 days from S^t Thom^s bound to Philadelphia. was an Englishman. At 9 close reef'd fore & mizen T. Sails & double reef'd M T sail. At 10 heavy Squalls of rain, hail & snow. handed Mizⁿ T. sail. At ½ past 11 wore

to the North^d At $\frac{1}{2}$ 1 am In foretopsail At 4 more moderate. At 6 heavy squalls with Snow. At Merid^d tried for ground found none with 130 f^m line — 11 sick men on board —

Lat. D. R. 39.50 N

Longitude in 72.20 W

[LC, EPP, 1799-1800.]

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

[WASHINGTON, D. C.]

26 November 1800

Capt. JOHN MULLOWNY

It has been determined by the President, that the *Connecticut* Cap^t Derby & the *Ganges* should proceed as quickly as possible to the straits of sunda for the protection of our commerce —

You will be pleased therefore, after takin in as much provisions, proper for such a Voyage as the *Ganges* can carry, to proceed to New London, where you will join the *Connecticut* — Should the Ice prevent you getting supplies from Philadelphia or New Castle, proceed at once to New London and take them in there, but you should if practicable take Bread and Flour from the Delaware, as it will be difficult to get good Bread at New London —

If requisite the Officers may each have an extra advance of two months pay to lay in necessities for so distant a Voyage, and the Purser should at once increase his store of slops, to prevent suffering on the part of the men; you will take order accordingly — I have written to M^r Harrison to supply money to your order — you may calculate on being absent from the United States ten or 12 months. — I have directed the articles at foot to be sent to Batavia in Merchant Ships from Philadelphia, to be received at Batavia by the *Ganges* & *Connecticut*, and the same articles will also be sent from the Eastward — I give this information, that you may be regulated thereby in adding to your present supplies on board the *Ganges*.

I shall also order 3000 d^m to be put on board each ship at New London for the purchase of fresh provisions & other necessities at Batavia.

The *Connecticut* I presume will be ready by the time you can get to New London, at all events the sooner you get there the better.

I have &^c

140 B^lls Beef, 140 d^s Pork
550 ^{lb} Candles $\frac{1}{2}$ wax
780 Gall^s Vinegar
300 Bushl Beans or Pease
50 B^lls Indian meal, Kiln dried,
588 C^w Bread
12 B^lls sour krout, 60 d^s Porter
1000 Gall^s Teneriffe Wine
60 ^{lb} Essence Spruce
70 Gall^s Lamp Oil

[Similar letter was sent to Captain Richard Derby, U. S. Navy, commanding U. S. S. *Connecticut*, dated 26 November 1800.]

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 26 November 1800

First part light Breezes and flying Clouds

At Midnight Tk'd to the East'd took in top Gal Sails & Main Sail —

At 4 A M brought too the English Sloop *Eliza* a Prize to the French Privateer *Rosalie* [See *La Resolute*, or *Resolie*] of Gaudaloupe the *Eliza* was from Alexandria bound to Barbadoes —

At ½ past 7 made Sail to the South'd Saw a Ship —

At ½ past 8 Spoke the U, S, Ship *Merrimack* —

At ½ past 11 A M Saw a Sail ahead made Sail and gave Chace —

At Meridian Squally attended with rain took in and made Sail Occasionally

Lattd Obs'd 15.16 N

[NDA, original.]

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

[WASHINGTON, D. C.]

Navy Dep't 27th Nov. 1800

Mess^r S. HIGGINSON & Co.

I am honored with your letters of the 14th 15th, & 16th Nov. and have also a letter from Capt Little of the 15th. It affords great pleasure here, that Captain Little has had an opportunity afforded him, of acting, as it was before known he would act.

It is impossible to tell how better to dispose of the Prisoners, than to place them at Castle Island. If they cannot be received there, they must for the present be kept on board the French Ship. All those who are officers, may be suffered to return to France on Parole. The rest must be treated as the other Prisoners have been. It is probable our Ministers may arrive in a little time from France, and if the treaty can be approved of here, these Prisoners it is to be presumed will be set at liberty.

An order has been sent some time past for Powder at Springfield. I have this day directed a remittance to be made you of 30,000 Doll^s — the sooner the *Boston* can be again fitted for sea the better — Capt^r Murray of the *Constellation* now ready to sail from the Delaware will be ordered to cruise for the Protection of Vessels returning from India — The *Insurgente* I believe is now in that tract.

Be pleased to direct the Powder received from Phil^a to be sent back again to Capt. Gill. I mean that which proves so bad — that it may be returned to the Manufacturer.

I am & C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Nav Dep 27 Nov^r 1800

Cap^t G^o LITTLE
Boston

SIR, I am honored with your letter of the 15 ins^t — and sincerely congratulate you on your success in the Capture of the French Corvette.

It was before well known that the Captain Officers & crew of the *Boston*, only wanted an opportunity to be afforded them to do honor to themselves & their country.

The President desires me to offer to yourself, your officers & men his congratulations on your present success, & his sincere wishes for your future glory.

I have the honor &^e

[NDA. OSW, Vol. 4, 1800-1801.]

[27 November 1800]

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

[WASHINGTON, D. C.]

Mr BENJ^s STODDERT

SIR I request that you will cause to be arrested Ja^s Ellicott West, Midshipman on board the Ship *Baltimore*, and have him tried for the following Offence:

On the 28th Oct^r, James Ellicott West, did Wantonly, and inhumanly, draw a Naked Sword; and did strike, and main Edward Murray, Serg^t, in the Marine Corps, then on Command, on board the Ship *Baltimore*, from one of which Wounds (as by Report of Doctor Strong,) the said Sergeant is likely to be deprived of the Use of his left Arm for Life. —

W W B
L^t Col^o C^o
M. C. —

Nov^r 27th 1800.

[MCA, LS, 1800-1801.]

To First Lieutenant Jonathan Church, U. S. Marine Corps, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

WASHINGTON 27 Nov^r 1800

Lt. JONATHAN CHURCH

SIR I Sincerely congratulate you on your safe Arrival and the Success of the *Boston*.

I hope Cap^t Little will give the Marines the share of merit due the Marines, as it will be a stimulus to their future good Conduct.* * *

y^t obed Ser

W W B [WILLIAM WARD BURROWS]
L^t C. C
M. C

[MCA, LS, 1800-1801.]

[27 November 1800]

Extract from a letter from an officer on board the U. S. Frigate *Philadelphia*BASSATERRE, ST. KITTS,
Dec. 9, 1800.

"About the 27th of November we recaptured two small vessels one, a schooner [*Sally*] from New London; the other, a Bermudian sloop, from Alexandria, bound to Martinique, laden with flour, which sold for 20 dollars per barrel had been taken by the French privateer *La Resolute*. A few days after, we captured the French privateer *Hare* [?] of 6 guns and 54 men, two days out, and had taken nothing. We have just sent the prisoners on shore, and will proceed on a cruise as soon as provisions and water are got on board.

"We expect to be at Philadelphia in 3 months."

[LC, "Salem Register" (Salem, Mass.), 26 January 1801.]

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

[WASHINGTON, D. C.]
Nav Dep 27th Nov^r 1800Lieut^t JA^s P. WATSON

SIR, I request you will as soon as possible, join Cap^t Murray in the *Constellation* — now at New Castle & ready for a cruise.

Your reputation cannot suffer by going into service before the return of Cap Sever — that Officer I have reason to believe has no charge against you — & the other Officers with whom you have served speak highly of your merit. Cap^t Murray will probably return to the United States, as soon as Cap^t Sever.

I have the honor to be &c

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 27 November 1800

First part fresh Breezes with rain At 1 P M Boarded the Brig *Philantrophist* of New York — Robinson Master 17 Days out bound to Martinico Wore Ship to the North^d At 2 made Sail At 3 P M Departed this Life W^m Griffith Sail Makers Mate of the Scurvy At ½ past 3 Committed his Body to the Deep At ½ past 4 Saw a S^t ahead gave Chace Dark Squally Weather At ½ past 7 Boarded the Schooner *Sally* Captain Bordock of New London a Prize to the French Privateer *La Resolie* [or *La Resolute*] received on Board a Prize Master & Six Men and sent M^r Decatur and Six Men on Board the Schooner and Ordered her for Martinico received from on Board the Prize one Bullock 4 Sheep 6 Hogs 12 Fowls 413 lbs of Cheese and 3 Barrells of Potatoes —

At ½ past 1 A M Wore Ship and made Sail to the South^d frequent Squals

At 6 Wore Ship to the N^d & E^d Set Main Sail Jib & Mizzen —

At Meridian Dark Cloudy Weather

[NDA, original.]

Extract from Journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 27 November 1800

Strong gales & Cloudy. At $\frac{1}{2}$ past 1 pm spoke a Ship from Boston bound to Alexandria in Long^d 71° — W Close reef'd Topsails, Down top G^t Yards & Masts — At $\frac{1}{2}$ past 3 reef'd Mainsail. Set Mⁿ Storm Staysail At 8 hove too & sounded 45 f^{ms} water. black & white sand. At $\frac{1}{2}$ 8 handed Mainsail. At 9 haul'd up the foresail. Sounded 42 f^{ms} black & yellow Sand. At 12 Sounded 31 f^{ms} Coarse Ground black & white Shells. At 2 am sounded 23 f^{ms} white sand & shells. At 3 sounded 20 f^{ms} pepper & salt Sand. Wore to the Southward. At $\frac{1}{2}$ past 5 Wore to the Northward. Set Mainsail. At 7 sounded 18 f^{ms}. At $\frac{1}{2}$ past 8 sounded 13 f^{ms} Set fore & Mⁿ sails. At $\frac{1}{2}$ 9 sounded 10 f^{ms} Yellow gravel & Sand. At $\frac{1}{2}$ 10 sounded 9 f^{ms} Wore Ship to Southward. 11 Sick on Board

Lat. Observed 40.28 N

Longitude in 74.1 W

[LC, EPP, 1799-1800.]

[28 November 1800]

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

[U. S. FRIGATE] *Essex* AT ANCHOR, NEW YORK HARBOR,
Nov. 29, 1800.

Sir: — I have the honor to inform you that the *Essex*, under my command, arrived here last evening, the officers and crew in good health.

My dispatches I shall forward to-morrow, and follow them in person the day following.

I have the honor to be, Sir, with great respect,

Your obedient, humble servant,

EDWARD PREBLE, *Capt.*

To the HON. SECRETARY OF THE NAVY.

[The U. S. S. *Essex* left Newport, R. I. for Batavia, 6 January 1800 in company with U. S. S. *Congress*.]

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

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

[WASHINGTON, D. C.]

Nav Dep 28 Nov^r 1800

Cap^t JOHN BARRY

SIR, I have the honor to enclose you a Copy of my letter to Mⁿ Shippen: —

If she should determine to take a passage in the *United States* for the West Indies, which I think is not very probable, I have not a doubt, it will be very gratifying to you to render her any services in your power, & to contrive [to carry] her safely to Antigua.

I have the honor &c

Your Instructions shall be sent on — on Monday.

[NDA. OSW, Vol. 4, 1800-1801.]

[Enclosure]

To Mrs. E. C. Shippen, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 28th Nov. 1800M^{rs} E. C. SHIPPEN

MADAM I lament extremely that Captain Murray's destination, remote from the Windward Islands, has been so long determined on, that it is not now in my power, so to shape his course as to be agreeable and convenient to you —

Captⁿ Barry will go to S^t Kitts — His ship is a very fine one, and as old as he is, I am sure he would feel as he ought to do, more gratification in landing you safely at Antigua, than in the Capture of a French Ship of the line —

I am & C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Nav Dep 28 Nov^r 1800Cap^t ALEX^r MURRAY*Phila^a*

SIR, As soon as the *Constellation* is ready, you will be pleased to proceed to Sea & shape your course as your Judgment shall direct, to afford most protection to American Vessels bound from the E Indies & Europe, to the U: States.

There is reason to believe that a ship of 24 guns two or three brigs & a schooner from Cayenne, are cruising to intercept Vessels so bound. The Capture lately made by Cap^t Little was in Lat 25.50 North — long 51 West — & near the same lat & long it is not unlikely that some of the other Vessels may be found.

In eight or ten weeks after your departure from the United States, it will be proper for you to speak with the commanding Officer on the Guadaloupe station — to learn our situation with respect to France — and to govern yourself towards French Vessels, as you find our other Vessels are instructed to govern themselves. In the mean time, as it can not be doubted that any French Vessels you may meet with in the course you are to pursue, will be cruising for American Vessels — there can be no doubt of the propriety of your capturing them as heretofore: but if you should speak any Vessel, which gives you information from the United States, not from Europe, that you can rely on, that there is peace between the United States & France — and you find that French National ships are not capturing American Vessels, you will in that case not seek encounters with them — but you will not avoid encounters if sought on their part —

When you arrive at S^t Kitts — if you should find no orders from me, you will consult with the commanding officer on that station, & employ the *Constellation* afterwards as you & he shall determine to be best

Great complaints have been made with respect to our treatment of Danish Vessels — I hope there will be no room for Complaint against the *Constellation*

I have the honor &c

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Nav Dep 28 Nov^r 1800

HUGH G CAMPBELL

SIR, You will be pleased, to proceed to Newport, with the enclosed letter to Cap Perry, who will deliver up to you the command of the Frigate *General Greene*.

You will ascertain the precise situation of this ship immediately on your arrival at New Port, & give me full & immediate information on the subject.

I have the honor to be &c &c

[Enclosure]

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

[WASHINGTON, D. C.]
Nav Dep 28th Nov^r 1800

Cap^t CHRIST^r R. PERRY

SIR, The President of the United States after having attentively considered the proceedings of the Court of Enquiry into your conduct, agrees with the Court in opinion, that you did not at Cape Francois, pay prompt or proper attention to the orders of your commanding officer: that you have been remiss in your duty in not causing the observance of discipline on board of the *General Greene* — and that the punishment you suffered to be inflicted on some of the Midshipmen, was without Law, & contrary to the usage of the sea service; but beleiving you to be a brave man & a skilful officer — and qualified to render important service to your country, the President has determined to pass over this irregular & improper conduct, without inflicting any other punishment, than suspending you for three months, from your command in the Navy, during which time, you will receive no pay nor other emolument from the United States. The time of suspension to take place from the day of your delivery of the *Gen^l Greene*, to Cap^t Campbell — who is the Bearer of this — & who is sent on to take command of the ship.

I have the honor to be

Sir y^r most ob^t s^t

[See documents under dates of 24 September and 13 October 1800.]

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Dept — 28th Nov. 1800.

Col^o BURROWS

The *Connecticut*, Tryon, and *Ganges*, Mullowny, the former now at New London, the latter at New Castle — will be ordered to the East Indies — the *Constellation* Murray, in the tract of our E. Indiamen, along the Coast; all to sail very shortly —

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 28th Nov. 1800

ARCHIBALD CAMPBELL Esq^r

I am honoured with yours of the 25th inst —

If there is not an absolute certainty that the *Maryland* can be refitted before the ice sets in, be pleased to direct the Captain to drop down immediately to Norfolk.

I am &C

B. S.

[NDA. GLB, Vol. 4, 1800–1801.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept. 28th Nov 1800.

THOMAS FITZSIMONS Esq^r

I am honoured with your letter of the 22^d inst. — M^r Yznardi has made promises, far from being authorised by me — or by any person belonging to the Government. I rec^d from him several verbal applications, and because I did not choose to be misunderstood, gave him a written Answer, a copy of which is enclosed — Hearing of his imprudent and unauthorised assurances to the Merchants that a Frigate would be employed to bring from Vera Cruz any money for which he might negotiate with them, I lately sent him a duplicate of this letter, and informed him the reasons for so doing — But as he continues his indiscretions, I beg the favour of you to make as public as you can conveniently do, by conversation with the Merchants, the real state of M^r Yznardis powers from this Gov^t —

I am &C

B — S —

Murray will be ordered to cruise in the tract of our East India Vessels returning to the United States —

[NDA. GLB, Vol. 4, 1800–1801.]

[Enclosure]

To Joseph Yznardi, U. S. Consul, Cadiz, Spain, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept — 19th Sept^r 1800 —

JOSEPH YZNARDI Esq^r

In answer to your personal application, to be authorised to give to Merchants with whom you may negotiate for Money deliverable to them within the Dominions of Spain, assurances, that a Public Ship would be employed to bring such money to the United States — I have the honor to observe that the Government cannot engage in any measure of which other nations might justly complain; and consequently cannot give the authority you solicit —

There can be no impropriety however in communicating to you, that the Commanders of our Public Vessels have been long since instructed to receive in foreign ports whenever offered to them, and to bring to the United States, money belonging to our Citizens — It is not in contemplation to withdraw these Instructions —

I am &C

B S —

[NDA. GLB, Vol. 4, 1800-1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate Essex, Captain Edward Preble, U. S. Navy, commanding, Friday, 28 November 1800

Hazy weather. At 1 pm sounded in 16 f^m Water — At 2 let a reef out of fore & M^s T. Sails. At ½ 3 sounded 24 f^m — fine Sand & Shells. At 6 sounded 23 f^m — At 7 tack'd to the Northward. At ½ past 7 hauld up Mainsail, took in Jib & M^s Staysail. At 8 sounded 26 f^m fine sand. — Overhaul'd a range of Small Bower, 50 f^m Cable. At 11 hove too & sounded 19 f^m fine Sand & Shells. At 12 oClock sounded 16 f^m Coarse Sand. At 3 am wore Ship to the Southward. Sounded 11 f^m coarse Sand: At ½ 4 sounded 13½ f^m At 5 wore Ship to Northward, Mizzen topsail aback At 6 Set foresail & Mainsail. At 9 the Haze clear'd saw the high lands of Neversink bearing WNW. At ¼ 9 tack'd Ship, the light house bore NW b W 9 Sick men on Board

[LC, EPP, 1799-1800.]

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

PHIL^a Nov^r 29th 1800

BENJⁿ STODDART Esq^r

SIR Having been some days down at Marcus Hook with the ship which I have this day sent down to New Castle to wait your orders (tho not yet fully man'd) on my return home I recv'd your two favors of the 24th & 25th Inst to the first enquiry. I do not think it prudent that the ship should be left without a Surgeon, both the Mates are Young men tho clever in their profession for what experience they have had —

In reply to the second it would take up too much of your time to go through the whole detail of the business [which] is now before the court M^r Lewis acting as our council I shall now only inform you that I found this Vessel [*Charming Betsey*] in possession of the French who were taking her to Guadaloupe & only the Master & one Boy on board of the former Crew all rest having been removed on board the Privateer that took her upon strong grounds of her being an American & when hailed by me after a chase of some hours was answered by the Captain that he was a Prize to the French and urged me to relieve him this I did do & found the French Prize Masters *process verbal* declaring that she was under false papers I had no alternative but to take her to Martinique to which place I was bound to water my ship when I arrived there I offered to give up Vessel & cargo provided the Capt would give me any kind of security to prove property this he would not do nor give himself any trouble about her further than an unconditional demand to give her up to him which could not do under the strong suspicions he laboured under —

With Regard to the sale of the Cargo I have a sufficient plea it consisted of a mixture of Beef, Pork fish, Butter Hams Lard & Flour which was all a perishable nature & would have been a total loss to the concerned had I have sent her to America with the Cargo on board and deemed it best to have sold & the money lodged in Bank of U S till further investigation again after the cargo was sold I urged the Capt to take his vessel & give me any kind of Security for her which he refused & I presume he thought he should make a better penny of it by an abandonment to the underwriters upon the whole I hope it will appear that I have been perfectly consistent in my conduct in this Business & I may say with truth that few Commanders have been as cautious as myself in molesting the trade of any Neutral Power

I have the honor to be
your most ob^t

[NDA. A. Murray's LB, 1799–1805.]

Circular concerning United States share of money received for Prizes sold in West Indies

[WASHINGTON, D. C.]

Navy department November 29th 1800

Circular

I understand that there is money in your hands arising from the sales of French Armed Vessels captured by our Vessels of War, and sold in the West Indies because they were not in a condition to proceed to the United States for regular trial & condemnation — You will be pleased to pay over to the Treasurer of the United States such portion of the prize Money as would have belonged to the U. States had the Vessels been regularly condemned, and distribute the residue as the Law directs in cases of regular condemnation, for doing which this Letter shall be your authority — You will transmit to the accountant of the Navy an account of the sales of the Vessels & in this predicament

To Master Comm ^d Hugh G. Campbell	
Cap ^t Thomas Tingey	30th November
Charles Biddle Agent for	
Cap ^t Tho ^s Truxtun	" "
William Morris Agent for	
Cap ^t Rich ^d V. Morris	" "
Cap ^t Geo Little	Decem ^r 1
Lieu ^t John Shaw	" 13
Master Com ^d W ^m Cowper	" "

[NDA. OSW, Vol. 4, 1800-1801.]

To Charles Biddle, Philadelphia, Pa., Prize Agent for U. S. Frigate *Constellation*, while commanded by Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept. 29th Nov. 1800 —

CHARLES BIDDLE Esq^r

Captain [Hugh G] Campbell formerly of the *Eagle*, says he recaptured, in company with the *Richmond*, the Brig *Mahitable* and that M^r Clarkson remitted the salvage received to the order of Captain Truxtun, and that these two Vessels captured the French Schooner *Louis*, sold at S^t Kitts, and the money paid to Capt^s Truxtun's order or remitted to him in Bills — If Captain Truxtun has given you, sufficient information, with respect to these Vessels, you will I presume as a thing of course, settle with Captain Campbell, for the share of Prize Money belonging to himself and crew.

I am &C

B S.

[NDA. GLB, Vol. 4, 1800-1801.]

To Secretary of the Navy, from Richard M. Stiles, Clerk, District Court, Georgia

SAVANNAH Nov. 29. 1800.

To the Honble BENJAMIN STODDERT

Secretary of the Navy

On my return from the Federal court at Augusta a few days since I had the Honor of receiving your letter bearing date the ninth ult. and now take the earliest opportunity of forwarding you the information required

The only prize cause that has been decided on in this district of captures by public armed vessels is that of the French privateer Sloop *Bon Pere* of Guadaloupe taken by the Public armed brig *Eagle* under the command of Hugh G Campbell on the fifth day of April 1799, from the *Role d'Equipage* & other papers deposited in this office it appears that the said sloop was man'd with fifty two men, most of whom were negroes, that she carried four four pound cannon & two swivels but that in the chase, they threw them over board two four pound cannon & two swivels, & that at the time of her capture she had but two four pound cannon.

The Prize Sloop *Bon Pere* was sold by the Marshal of this district under a decree of the Admiralty on the Seventeenth day of July 1799,

and John Howell became the purchaser in behalf of the United States. for the sum of Two thousand & fifty dollars (\$2050.) and no money was ever paid as I am informed. — The sloop has been repaired and is now a Revenue Cutter for this State under the command of Capt Howell.

I have the Honor to be
With great respect
Your obt Servt.

RICHARD M STILES

[NDA, A. 8.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate Essex, Captain Edward Preble, U. S. Navy, commanding, Saturday, 29 November 1800

Fresh breezes & Clear. At $\frac{1}{2}$ past 12 haul'd up Courses & Rec'd a pilot from New York Continue to turn to Windw'd in the Channel. A 1 pm Sandy hook lighthouse bore NW. 7 miles. Got up T G yards & made all Sail. At 4 abreast the hook. At 8 came to with Starb'd bower. 17 fms water, the Battery bearing ENE, 1 Mile. Governors island SE b E Gibbet Island W b S. At 7 weigh'd & made sail for E. river. At $\frac{1}{2}$ 10 felt Calm current setting out of E. river, came to Anchor 4 fms water. S. Battery bearing NW b N Governor's Is'd WSW. Brooklyn Point NE b E — At 1 this Afternoon up Anchor made sail for our Mooring place. At 3 moord Ship. L'd [?] bower SW. S[?] d° NE of us South Battery N. Y. bear'd W. Brooklyn Point E. Governors Is'd Flag Staff SW $\frac{1}{2}$ W. Unbent Courses, Staysails & T G's Sails (4 sick on board)

[LC, EPP, 1799–1800.]

[22 January to 30 November 1800]

Sums expended for relief of distressed American Seamen

PORT REPUBLICAN ISLAND S DOMINGO

THE UNITED STATES OF AMERICA

To Robert Ritchie Consul of the U. S. D^r for the following Sums expended for the relief of distressed American Seaman — — —

1800		
Jan ^y 22	To this Sum paid Thomas Baggs. Peter Woodward Samuel Morgan & Arthur Addison Seamen belonging to the Schooner <i>City of Smithfield</i> Virg ^a (captured by the British Brig <i>Pelican</i> ,) to procure cloathes p ^r receipt No. 1 herewith-----	D ^r C ^{ts} 20 —
Nov. 13	To d ^e paid D ^r Dilpuch for medicine & attendance of a Seaman arrived sick from Jacmel Died here p ^r receipt No. 2-----	11 —
19	To d ^e paid Coffin & funeral expenses of the Same p ^r receipt N ^o 3-----	10
30	To d ^e paid board attendance Medicine & Funeral expences of a Sailor named Thomas p ^r receipt N ^o 4-----	31. 50
"	To d ^e paid for Coffin for the same p ^r Receipt N ^o 5-----	8. —
	Carrying to the Grave-----	4
"	To d ^e paid John Boyer a Native of Penn ^{as} Seaman belonging to the Sch ^r <i>Greyhound</i> sold at Jacmel to pay board Doctor's bill & provide cloathing to return him with p ^r receipt No. 6--	20.

1800		
Janry. 5	To this Sum paid Dr Danger for 26 days board attendance Medicine of a Sick Seaman from Jacmel pr receipt N ^o 7----	39.
Febr 7	To d ^r paid John Edwards John Love & Henry Fanning part of the Crew of the Brig <i>Seabury</i> of Baltimore Capt Dillon captured by the English & landed in this Island pr receipt N ^o 8.-----	18.
May 15	To d ^r paid 64 days nourishment of James Lanby a Citizen of the US. detained for that period in the prisons of this City and for cloathing pr receipts N ^o 9 & 10-----	25. 50
	To d ^r advanced Capt Jarol Curtis of the Sch ^r <i>Maria</i> of Alex- andria which vessel was let down at Sea for the use of himself and three Seamen that escaped with him for which took a bill on the owners, which bill payment has been refused —	80. —
		Dr ^e 267. —

PORT REPUBLICAIN September 25th 1801.

ROB^t RITCHIE

Comptroller's Office

October 13:1801

E^d by JO:CHAMBERS

[GAO, No. 12,755.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy,
commanding, Sunday, 30 November 1800

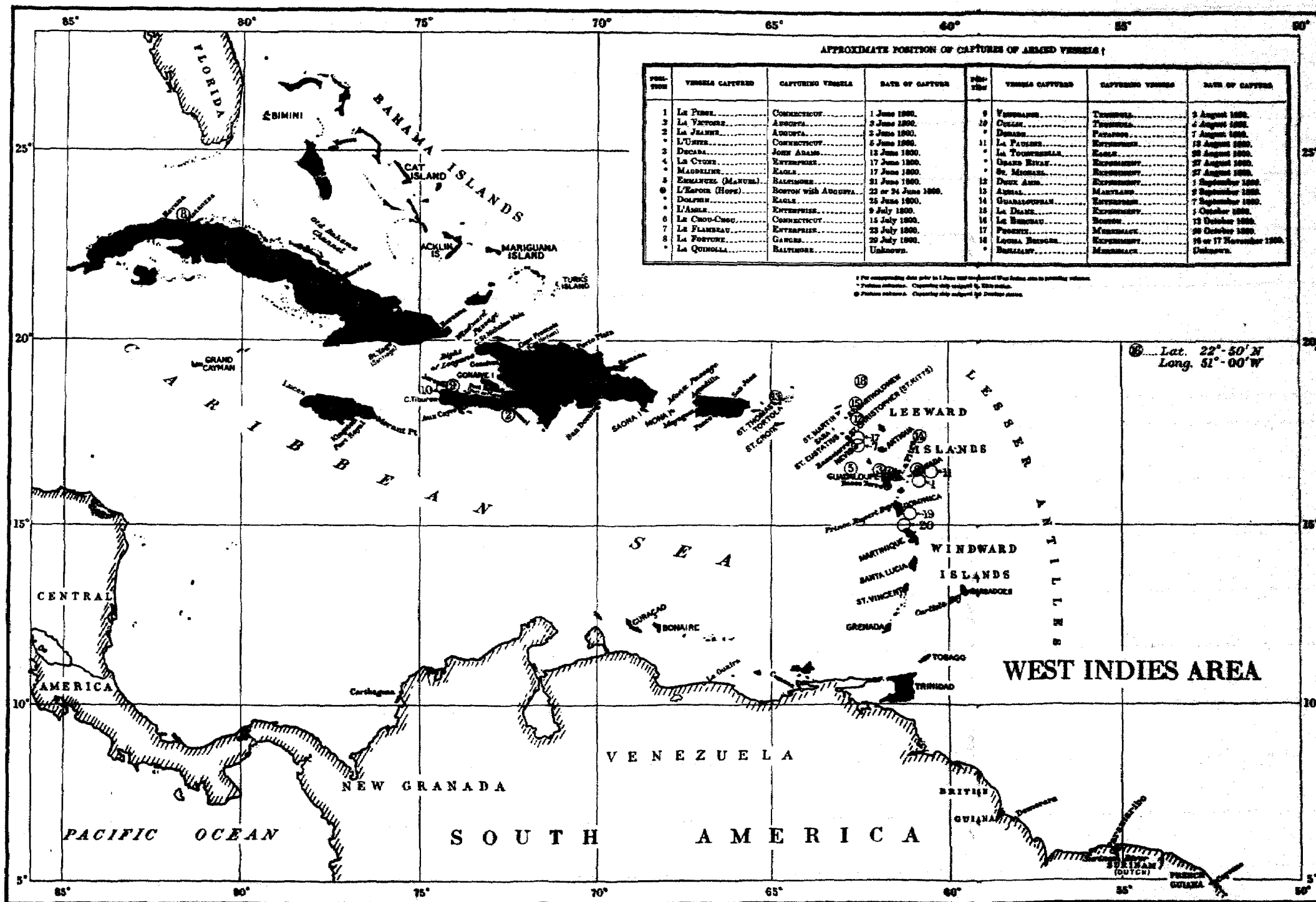
In chase. At 3 PM gave the Chase a Gun when she bore down
for us. Backed the Main Top Sail At 4 PM boarded the Schooner
Harlequin from Martinico bound to Antigua — Short of Provisions
We offered her a Supply, but the Master saying he could do without,
dismissed her.

[J. Sawyer Col., Portsmouth, N. H.]

Muster Roll of U. S. Frigate *President* dated 30 November 1800, Captain Thomas Truxtun, U. S. Navy, Commanding

No.	Entry.		Appearance on board.	Where	Names	Stations	Time last settled and paid to.	D. [•] D. D. R. or P.	When		Whither or for what reason
	Year	Mo. & day.							Mo. Day	Year	
1	1800				Thomas Truxtun.	Commandr					
2	"				And ^y Sterrett.	Lefut.		D.	Oct ^r 27	1800	Turn'd over to the Schoor <i>Enterprize</i>
3	"				Isaac Chauncey.	dr.					
4	"				John H. Dent.	dr.					
5	"				Thomas Robinson.	dr.					
6	"				John M Claggett.	dr.					
7	"				Phil. C. Wederstrandt.	dr.					
8	"				John King.	Master.					
9	"				Geo. Balfour.	Surgeon.					
10	"				Matthew Rice.	Surge ^y Mate.					
11	"				Dani ^l McCormick.	ditto.		D.	Oct ^r 27	1800	Turned over to the Schoor <i>Enterprize</i>
12	"				John Morgan.	Gunner.					
13	"				James Gonnell.	Boatsw.					
14	"				John Parrell.	Carpent.					
15	"	April 14 th	April 14 th	N. York.	James P. Leonard.	Midships.	April 14 th		Aug ^t 15	1800	Promoted to Capt ^y Clerk
16	"	May 1 st	May 1 st	"	Ben. F. Read.	"	May 1 st				
17	"	Mar 11	"	"	Robt Rosseter.	"	Mar 11 th	D.	Oct ^r 1	1800	Turned over to the Schoor <i>Enterprize</i>
18	"	May 10 th	May 10 th	"	Edw ^d Gilles.	"	May 10 th				
19	"	June 28 th	June 28 th	"	James Biddle.	"	June 28 th			1800	
20	"	June 28 th	June 28 th	"	Edw ^d Biddle.	"	June 28 th	D. D.	Nov ^r 14	1800	At sea
21	"	May 27	May 27	"	James Harris.	"	May 27 th				
22	"	June 25 th	June 25 th	"	John O Creighton.	"	June 25 th				
23	"	July 17 th	July 17 th	"	Hen ^y Casey.	"	July 17 th				
24	"	June 28 th	June 28 th	"	Will ^m F. Nichols.	"	June 28 th				
25	"	May 7 th	May 7 th	"	Johnson Blakely.	"	May 7 th				
26	"	June 27 th	June 27 th	"	John S. Greenwell.	"	June 27 th				
27	"	May 19	"	"	Arch ^d K Kearney.	"	May 19	D.	Oct ^r 22	1800	turned over to the Schoor <i>Enterprize</i>
29	"	June 1 st	June 1 st	"	Dani ^l Murray.	"	June 1 st				
30	"	March 18 th	March 18 th	"	John Sloan.	"	March 18 th				
31	"	May 16 th	May 16 th	"	Phil ^l C. Blake.	"	May 16 th				
32	"	July 20 th	July 20 th	"	Sydney Smith.	"	July 20 th				
33	"	May 16 th	May 16 th	"	Geo. W. Reed.	"	May 16 th				
34	"	July 5 th	July 5 th	"	Will ^m Campbell.	"	July 5 th				
35	"	May 5 th	May 5 th	"	Ios ^{ph} Bainbridge.	"	May 5 th				
36	"	July 3 ^d	July 3 ^d	"	Francis Pell.	Master Mate.					
37	"	" 19	" 19 th	"	John W Greation.	"					
38	"	" 26	" 26 th	"	John Cannon.	"					
39	"	July 8 th	July 8 th	"	John Smith.	Boats ^y M.					
40	"	July 8 th	July 8 th	"	James Hodgkinson.	"					
41	"	July 8 th	July 8 th	"	Francis Spry.	"					
42	"	July 8 th	July 8 th	"	W ^m McCreery.	B. Yeom ^s .					

566 NAVAL OPERATIONS; JUNE 1800–NOVEMBER 1800



APPROXIMATE POSITION OF CAPTURES OF ARMED VESSELS

POS- TION	VESSEL CAPTURED	CAPTURING VESSEL	DATE OF CAPTURE	POS- TION	VESSEL CAPTURED	CAPTURING VESSEL	DATE OF CAPTURE
1	LE PERLE	CONNECTICUT	1 June 1800.	9	YVESKANE	TECHUMSEH	9 August 1800.
2	LA VICTOIRE	ALBION	3 June 1800.	10	CULLEN	TECHUMSEH	4 August 1800.
3	LA JEMME	ALBION	3 June 1800.	11	DEMAN	FATAMORGAN	7 August 1800.
4	L'UNITE	CONNECTICUT	5 June 1800.	12	LA PAULINE	ENTERPRISE	13 August 1800.
5	DECADE	JOHN ADAMS	12 June 1800.	13	LA TOUVERAINE	EAGLE	20 August 1800.
6	LA CYGNE	ENTERPRISE	17 June 1800.	14	GRAND RIVIER	ENTERPRISE	27 August 1800.
7	MADRELIN	EAGLE	17 June 1800.	15	St. MICHAEL	ENTERPRISE	27 August 1800.
8	EREMUS (MANUEL)	BALTIMORE	21 June 1800.	16	DUUX ANN	ENTERPRISE	1 September 1800.
9	L'ESPOIR (HOPE)	BOSTON with ALBION	23 or 24 June 1800.	17	ARIAL	MAELVARD	2 September 1800.
10	DOLPHIN	EAGLE	25 June 1800.	18	GUARALOUPEAN	ENTERPRISE	7 September 1800.
11	L'AMAL	ENTERPRISE	9 July 1800.	19	LA DANCE	ENTERPRISE	1 October 1800.
12	LE CROU-CHOU	CONNECTICUT	15 July 1800.	20	LE BENTON	BOSTON	13 October 1800.
13	LE FLAMBEAU	ENTERPRISE	23 July 1800.	21	PROCELY	ENTERPRISE	26 October 1800.
14	LA FORTUNE	GANGES	29 July 1800.	22	LOUISA BRIDGE	ENTERPRISE	16 or 17 November 1800.
15	LA QUINELLA	BALTIMORE	Unknown.	23	BURLANT	MAELVARD	Unknown.

1 For correspondence data prior to 1800 use longitude of West Indies area in preceding column.

2 For correspondence data prior to 1800 use longitude of West Indies area in preceding column.

3 For correspondence data prior to 1800 use longitude of West Indies area in preceding column.

Lat. 22°-50' N
Long. 51°-00' W

MAP OF WEST INDIES AREA.

Muster Roll of U. S. Frigate *President* dated 30 November 1800, Captain Thomas Truxtun, U. S. Navy, Commanding—Continued

No.	Entry.		Appearance on board.	Where	Names	Stations	Time last settled and paid to.	D. ^[*] D.D. R. or P.	When		Whither or for what reason
	Year	Mo. & day.							Mo. Day	Year	
95	[1800]	July 15 th	July 15 th	[N. York]	Charles Clarkson	[Seaman]					
96	"	July 18 th	July 18 th	"	John Williams	"					
97	"	July 20 th	July 20 th	"	Thomas Lewis	"					
98	"	Aug ^t 1	Aug ^t 1	"	Thomas Kemble	"		R.	Oct ^r 28	1800	St Kitts
99	"	July 15 th	July 15 th	"	William Ryley	"					
100	"	July 30 th	July 30 th	"	Geo. W Carpenter	"					
101	"	July 30 th	July 30 th	"	James Rath	"					
102	"	Aug ^t 2 ^d	Aug ^t 2 ^d	"	Owen McKenny	"					
103	"	Aug ^t 4 th	Aug ^t 4 th	"	Peter Rimmer	"					
104	"	Aug ^t 4 th	Aug ^t 4 th	"	Will ^m Smith	"		DD	Sept. 10	1800	at sea
105	"	July 25 th	July 25 th	"	Dani ^l Ketchum	"					
106	"	July 30 th	July 30 th	"	John Evans	"					
107	"	July 7 th	July 7 th	"	William Williams	"					
108	"	Aug ^t 5 th	Aug ^t 5 th	"	Will ^m Barry	"		R.	Jan ^y 24	1801	At Nevis from the Launch
109	"	Aug ^t 5 th	Aug ^t 5 th	"	John Anderson	"					
110	"	Aug ^t 12 th	Aug ^t 12 th	"	Swin Johnston	"					
111	"	Aug ^t 5 th	Aug ^t 5 th	"	George Brown	"					
112	"	July 7 th	July 7 th	"	John Otway	"		R.	Mar. 14	1801	In Hampton Roads
113	"	"	"	"	Dani ^l Davitt	"		D.	Jan ^y 21	1801	To Schooner <i>Enterprise</i>
114	"	July 14 th	July 14 th	"	Peter Lander	"					
115	"	July 7 th	July 7 th	"	William Galloway	"					
116	"	Aug ^t 2 ^d	Aug ^t 2 ^d	"	James Pritchett	"					
117	"	July 7 th	July 7 th	"	Mich ^l Welch	"					
118	"	July 7 th	July 7 th	"	Will ^m Shields	"		D.	Febr ^y 19	1801	Norfolk
119	"	July 15 th	July 15 th	"	Joseph Case	"					
120	"	July 7 th	July 7 th	"	James Russell	"					
121	"	July 30 th	July 30 th	"	John Gifford	"					
122	"	Aug ^t 2 ^d	Aug ^t 2 ^d	"	William Calder	"					
123	"	July 7 th	July 7 th	"	Jeremiah Staff	"					
124	"	July 7 th	July 7 th	"	Peter Ozely	"					
125	"	July 15 th	July 15 th	"	Will ^m Huxson	"					
126	"	Aug ^t 5 th	Aug ^t 5 th	"	Alex ^d Jack	"					
127	"	Aug ^t 2 ^d	Aug ^t 2 ^d	"	William Booth	"					
128	"	July 12 th	July 12 th	"	Felix Davitt	"					
129	"	July 14 th	July 14 th	"	Israel Cowing	"					
130	"	July 7 th	July 7 th	"	Steph ^s Cuffy	"					
131	"	August 6 th	Aug ^t 6 th	"	Christor Simmons	"					
132	"	August 2 ^d	Aug ^t 2 ^d	"	Rob ^t Archibald	"					
133	"	Aug ^t 22 ^d	Aug ^t 22 ^d	"	John Williams	"					
134	"	July 7 th	July 7 th	"	Joshua Perry	"					
135	"	July 15 th	July 15 th	"	Will ^m Pinckney	"					
136	"	Aug ^t 6 th	Aug ^t 6 th	"	Dani ^l Sullivan	"					
137	"	Aug ^t 2 ^d	Aug ^t 2 ^d	"	Christ ^r Auler	"					
138	"	July 7 th	July 7 th	"	John Gillett	"					
139	"	July 20 th	July 20 th	"	Peter Thompson	"					

Muster Roll of U. S. Frigate *President* dated 30 November 1800, Captain Thomas Truxtun, U. S. Navy, Commanding—Continued

No.	Entry.		Appearance on board.	Where	Names	Stations	Time last settled and paid to.	D. [•] D. D. R. or P.	When		Whither or for what reason
	Year	Mo. & day.							Mo. Day	Year	
194	[1800]	Augt 7 th	Augt 7 th	[N. York]--	William Pass.	[Seaman]					
195	"	Augt 5 th	Augt 5 th	"	Geo Robyson	"					
196	"	July 30 th	July 30 th	"	Will ^m Clements	"					
197	"	July 28 th	July 28 th	"	John Stevens	"					
198	"	Augt 11 th	Augt 11 th	"	Will ^m Matthew	"					
199	"	Augt 5 th	Augt 5 th	"	Isaac Sawyer	"					
200	"	July 30 th	July 30 th	"	Alexr Anderson	"					
201	"	Augt 11 th	Augt 11 th	"	James Adams	"					
202	"	Augt 5 th	Augt 5 th	"	James Edwards	"					
203	"	Augt 5 th	Augt 5 th	"	John Greenfield	"					
204	"	July 29 th	July 29 th	"	Margus Benberry	"					
205	"	July 28 th	July 28 th	"	Henry Williams	"					
206	"	Augt 11 th	Augt 11 th	"	Will ^m Collingwood	"					
207	"	Augt 5 th	Augt 5 th	"	William Gillon	"					
208	"	July 28 th	July 28 th	"	Henr Webber	"					
209	"	July 28 th	July 28 th	"	Robt Lighton	"					
210	"			"	Thos Noblry	"					
211	"	July 31 st	July 31	"	Henry Caddy	"					
212	"	July 30 th	July 30 th	"	Paul Newton	"					
213	"	July 7 th	July 7 th	"	Will ^m Anderson	"					
214	"	Augt 5 th	Augt 5 th	"	Will ^m Taylor	"					
215	"	July 30 th	July 30 th	"	Florence Kreach.	"					
216	"	Augt 4 th	Augt 4 th	"	Charles Thompson	"					
217	"	July 7 th	July 7 th	"	Will ^m Stanley	"					
218	"	July 7 th	July 7 th	"	Thomas Woodford	"					
219	"	July 30 th	July 30 th	"	James Ryan	"					
220	"	July 21 st	July 21 st	"	Saml Frazer [or Frazier]	"					
221	"	July 12 th	July 12 th	"	John Campbell	"					
222	"	July 7 th	July 7 th	"	Ozias Kellog	Ordinary					
223	"	July 8 th	July 8 th	"	John Probert	"					
224	"	July 8 th	July 8 th	"	Will ^m Kelth	"					
225	"	July 8 th	July 8 th	"	Will ^m Thomas	"					
227	"	July 24 th	July 24 th	"	Joseph Ferricks	"					
228	"	July 29 th	July 29 th	"	Will Portland	"					
229	"	July 8 th	July 8 th	"	Jeremiah Rudd	"					
230	"	July 8 th	July 8 th	"	Thomas Dixon	"					
231	"	Augt 10 th	Augt 10 th	"	John Hawkins	"					
232	"	July 8 th	July 8 th	"	Andy McCarthy	"					
233	"	July 8 th	July 8 th	"	Thomas Denning	"					
234	"	July 23 rd	July 23 rd	"	John Forbes	"					
235	"	July 22 nd	July 22 nd	"	George Collins	"					
236	"	July 8 th	July 8 th	"	George Weston	"					
237	"	July 8 th	July 8 th	"	Esck Lovett	"					
238	"	Augt 12 th	Augt 12 th	"	Rich ^d Smith	"					
								R.	Jan ^y 24	1801	Nevis, deserted from Launch

Muster Roll of U. S. Frigate *President* dated 30 November 1800, Captain Thomas Truxtun, U. S. Navy, Commanding—Continued

No.	Entry.		Appearance on board.	Where	Names	Stations	Time last settled and paid to.	D. ^[*] D. R. or P.	When		Whither or for what reason
	Year	Mo. & day.							Mo. Day	Year	
291	[1800]	July 18 th	July 18 th	[N. York]	Thomas Nason	[Ordinary]					
292	"	July 8 th	July 8 th	"	Rich ^d Hannon	"					
293	"	July 7 th	July 7 th	"	Saml Ross	"					
294	"	July 8 th	July 8 th	"	Ivory Tate	"					
295	"	July 8 th	July 8 th	"	John Brady	"					
296	"	July 8 th	July 8 th	"	Henry Ennels	"					
297	"	July 7 th	July 7 th	"	George Simmons	"					
298	"	July 12 th	July 12 th	"	Dennis Loagues	"					
299	"	July 16 th	July 16 th	"	John Stoll	"					
300	"	July 8 th	July 8 th	"	Michl O'Brian	"					
301	"	July 8 th	July 8 th	"	Henry McClosky	"					
302	"	July 7 th	July 7 th	"	Will ^m Lockart	"					
303	"	July 7 th	July 7 th	"	Rob ^t Slater	"					
304	"	July 8 th	July 8 th	"	Francis Dogerthy	"					
305	"	July 7 th	July 7 th	"	John Knight	"					
306	"	July 8 th	July 8 th	"	Malichi Hauber	"					
307	"	July 8 th	July 8 th	"	Joseph Dusal	"					
308	"	July 8 th	July 8 th	"	John Barry	"					
309	"	July 21	July 21 st	"	Jos ^{ph} Nicholson	"					
310	"	July 8 th	July 8 th	"	John Nomen	"					
311	"	July 8 th	July 8 th	"	Saml Williams	"					
312	"	July 8 th	July 8 th	"	Thomas Black	"					
313	"	July 7 th	July 7 th	"	Rich ^d Rogers	"					
314	"	July 8 th	July 8 th	"	Peter B Gordon	"					
315	"	July 16 th	July 16 th	"	James O Brian	"					
316	"	July 23 ^d	July 23 ^d	"	John Van Kleeck [or Van Kleeck]	"					
317	"	July 15 th	July 15 th	"	Hamilton Frazer	"					
318	"	July 8 th	July 8 th	"	Will ^m Lucas	"					
319	"	July 15 th	July 15 th	"	James Little	"					
320	"	July 7 th	July 7 th	"	Charles Mosse [or Moss]	"					
321	"	July 8 th	July 8 th	"	Geo. G. Hlits	"					
322	"	July 8 th	July 8 th	"	James Burke	"					
323	"	July 7 th	July 7 th	"	Will ^m Bruceter	"					
324	"	July 12 th	July 12 th	"	Nich ^s Swartz	"					
325	"	July 17 th	July 17 th	"	Nich ^s Carol	"					
326	"	July 8 th	July 8 th	"	Dani ^l Cahill	"					
327	"	Aug ^t 4 th	Aug ^t 4 th	"	Elijah Stanton	"					
328	"	Aug ^t 1 st	Aug ^t 1 st	"	Hen ^r Spriggins	"					
329	"	July 7 th	July 7 th	"	Anthony Sturgess	"					
330	"	Aug ^t 2 ^d	Aug ^t 2 ^d	"	John M ^c Kenney	"					
331	"	Aug ^t 6 th	Aug ^t 6 th	"	Ephraim Reeve	"					
332	"	Aug ^t 10 th	Aug ^t 10 th	"	John Notter	"					
333	"	Aug ^t 10 th	Aug ^t 10 th	"	Charles Ascott	"					
334	"	Aug ^t 9 th	Aug ^t 9 th	"	Thos Leonard	"					

335	"	Augt	11 th	Augt	11 th	"	Aaron Steward	"								
336	"	Augt	13 th	Augt	13 th	"	John Martin	"								
337	"	July	21 st	July	21 st	"	Francis Johnston	Boy								
338	"	July	8 th	July	8 th	"	James Fastill	"								
339	"	July	25 th	July	25 th	"	Oliver Arnold	"								
340	"	July	21 st	July	21 st	"	John Chapple	"								
341	"	July	14 th	July	14 th	"	John Blanchard	"								
342	"	Augt	4 th	Augt	4 th	"	John Hawkins	"								
343	"	July	21 st	July	21 st	"	John Stevenson	"								
344	"	July	14 th	July	14 th	"	Charles Murphy	"								
345	"	July	22 ^d	July	22 ^d	"	John Hamilton	"								
346	"	July	9 th	July	9 th	"	Gldeon Humphreys	"								
347	"	Augt	5 th	Augt	5 th	"	James Cheney	"								
348	"	July	19 th	July	19 th	"	Zadock Johnston	"								
349	"	July	9 th	July	9 th	"	Will ^e Sanson	"								
350	"	July	7 th	July	7 th	"	John Smith	"								
351	"	July	7 th	July	7 th	"	John Fox	"								
352	"	July	8 th	July	8 th	"	Jon ^s Nickerson	"								
353	"	July	18 th	July	18 th	"	Peter Steward	"								
354	"	July	14 th	July	14 th	"	Will Shaw	"			D. D.	March 13	1801		Hampton Roads	
355	"	July	8 th	July	8 th	"	John Lynn	"								
356	"	July	19 th	July	19 th	"	Jon ^s Lee	"								
357	"	July	8 th	July	8 th	"	Peter Jane	"								
358	"	July	17 th	July	17 th	"	James Dixon	"								
359	"	July	18 th	July	18 th	"	Chas Painter	"								
360	"	July	24 th	July	24 th	"	John Kearney	"								
361	"	July	8 th	July	8 th	"	Waltz Welch	"								
362	"	July	8 th	July	8 th	"	Abr ^e Ely	"								
363	"	July	19 th	July	19 th	"	John Robinson	"								
364	"	July	19 th	July	19 th	"	John Ryson	"								
365	"	July	8 th	July	8 th	"	W ^m M ^c Gowan	"								
366	"	July	24 th	July	24 th	"	Thomas Craft	"								
367	"	July	25 th	July	25 th	"	Peter Home	"								
368	"	July	8 th	July	8 th	"	Jacob Vanebra	"								
369	"	July	8 th	July	8 th	"	George Hutton	"								
370	"	July	8 th	July	8 th	"	David Johnston	"			D.	Febr 22	1801		Norfolk	
371	"	July	8 th	July	8 th	"	John Shults	Seaman								
372	"	Octr	1 st	Octr	1 st	St Kitts	Jacob Faydeng	Ordinary								
373	"	Augt	15	July	18 th	N. York	James P. Leonard	Clerk		Aug st 15, 1800						
86	"	July	24	July	24	"	Matthew Gaffrey	Seaman		Sept. 21, 1800	D. D.	Sept. 22	1800		By a fall	
161	"	Augt	12	Augt	12	"	Hobas Betts	"		Sept. 7, 1800	D. D.	Sept. 12	1800		At sea	
226	"	July	8	July	8	"	Willy Robynson	Ordinary			D. D.	Aug st 20	1800		Staten Island	

A LIST OF SUPERNUMERARIES FOR PROVISIONS ONLY

1	1800		Oct ^r	23	St Kitts	Thos Parker	Seaman		D.	Jan ^r	4	1801	St Kitts
2	"		Decr	7	ditto	Jno Van Nord	do		D.	Decr	31	1800	St Kitts

Muster Roll of U. S. Frigate *President* dated 30 November 1800, Captain Thomas Truxtun, U. S. Navy, Commanding—Continued

MUSTER ROLL, OF MARINES UNDER THE COMMAND OF LIEUT. JOHN L. LEWIS, U. S. MARINE CORPS

No.	Entry.		Appear- ance on board.	Where.	Names.	Stations.
	Year	Mo. & day.				
1	1800	July 19	1800 July 19	N, York d ^e	John L. Lewis.....	1 st Lt.....
2	"	"	"	"	John R. Fenwick.....	2 ^d Lt.....
3	"	"	"	"	Subal Cross.....	1 Serjt.....
4	"	"	"	"	John Flanagan.....	2 d ^e
5	"	"	"	"	W ^m Daily.....	1 Corp ^t
6	"	"	"	"	John Hughes.....	2 d ^e
7	"	"	"	"	Nathl Lockwood.....	Fifer.....
8	"	"	"	"	James Derrah.....	Drum ^t
9	"	"	"	"	Ben ^t Elliott.....	Private.....
10	"	"	"	"	Thom ^s Kewley.....	".....
11	"	"	"	"	Earl Collins.....	".....
12	"	"	"	"	John M ^c Allister.....	".....
13	"	"	"	"	John Chamberlain.....	".....
14	"	"	"	"	Will ^m Sealy.....	".....
15	"	"	"	"	Lewis Inyard.....	".....
16	"	"	"	"	John Francisco.....	".....
17	"	"	"	"	Tim ^s Hall.....	".....
18	"	"	"	"	Dan ^t Service.....	".....
19	"	"	"	"	J ^{oseph} Atwood.....	".....
20	"	"	"	"	Dan ^t Rockwell.....	".....
21	"	"	"	"	Jon ^s Lynck.....	".....
22	"	"	"	"	Abr ^m Williams.....	".....
23	"	"	"	"	James Kerr.....	".....
24	"	"	"	"	John Nelson.....	".....
25	"	"	"	"	John Slater.....	".....
26	"	"	"	"	Jon ^s Derthick.....	".....
27	"	"	"	"	David Carpenter.....	".....
28	"	"	"	"	John Gardner.....	".....
29	"	"	"	"	John Fowler.....	".....
30	"	"	"	"	Rob ^t Evans.....	".....
31	"	"	"	"	Will ^m Justice.....	".....
32	"	"	"	"	John M ^c Clusky.....	".....
33	"	"	"	"	William Rea.....	".....
34	"	"	"	"	Thos Edmondson.....	".....
35	"	"	"	"	W ^m M ^c Gee.....	".....
36	"	"	"	"	Tunis Crumb.....	".....
37	"	"	"	"	Anthony Smith.....	".....
38	"	"	"	"	Daniel Conelly.....	".....

574 NAVAL OPERATIONS; JUNE 1800—NOVEMBER 1800

39	"	"	"	"	Will ^e Hebron.....	"	.....
40	"	"	"	"	Rich ^d Hall.....	"	.....
41	"	"	"	"	Asa Kenney.....	"	.....
42	"	"	"	"	Hugh M ^c Field.....	"	.....
43	"	"	"	"	Thom ^s Sellick.....	"	.....
44	"	"	"	"	John Flint.....	"	.....
45	"	"	"	"	Nathan Robinson.....	"	.....
46	"	"	"	"	Eben ^r Stratton.....	"	.....
47	"	"	"	"	Will ^e Jackson.....	"	.....
48	"	"	"	"	Mich ^l Farmer.....	"	.....
49	"	"	"	"	Rich ^d Miller.....	"	.....
50	"	"	"	"	Aaron Betts.....	"	.....
51	"	"	"	"	John Bennett.....	"	.....
52	"	"	"	"	John Lawler.....	"	.....
53	"	"	"	"	William Johnson [or Johnston].....	"	.....

[* D. — Discharged or Detached; D.D. — Discharged Dead; R. — Deserted; P. — Paid off or Promoted.]

[NOTE: Ten Prisoners of War were received on board the *President*, from the recaptured ship *Ruth* on September 16, 1800, and were discharged in the evening of the 2nd day of October 1800, presumably at St. Kitts.

Three Prisoners of War were received on board the *President*, from the prize Schooner *Little George* on October 16, 1800, and were discharged at St. Kitts, on Sunday, 26 October, 1800.

A memorandum was added to the Roll of the *President*, signed by John Martin and Captain Truxtun as follows: "This certifies that the Musters mentioned in the columns, appropriated for that purpose, which are checked by letters agreeably to the regulations of the Navy — were made by my orders — and method of mustering, which is to call all hands to Quarters, and then particularly call every name on board."

U. S. SHIP *President*
November the 30th 1800

JOHN MARTIN *Purser*

[NDA. MR of *President*.]

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