
DOCUMENTS

FROM

THE NAVY DEPARTMENT,

THE POSTMASTER GENERAL,

AND

The Commissioner of the General Land Office.

ACCOMPANYING

THE PRESIDENT'S MESSAGE TO CONGRESS.

PART IV.

REPORT OF THE SECRETARY OF THE NAVY.

The following Report is respectfully submitted to the President of the United States by the Secretary of the Navy.

On the 2d January, 1813, the law, entitled "An act to increase the Navy of the United States," authorized the building of four ships to rate not less than 74 guns each, and six ships to rate 44 guns each.

On the 29th of April, 1816, the law, entitled "An act for the gradual increase of the Navy of the United States," was passed, and authorized the building of nine ships to rate not less than 74 guns each, and twelve ships to rate not less than 44 guns each, including within these numbers *one* 74 and *three* 44 gun ships, authorized by the preceding act. By these two laws, therefore, twelve ships of not less than 74 guns, and fifteen ships of not less than 44 guns were directed to be built.

Of the twelve 74's, seven have been launched, and five are in various stages of forwardness: of the fifteen 44's, one was burnt on the stocks in the Navy Yard at Washington, in the year 1814, and may be considered as replaced by the one lately purchased; four have been launched; seven are on the stocks; and the frames of the remaining three have been contracted for. See paper I, accompanying the report of the Navy Commissioners.

By the law of the 2d January, 1813, \$2,500,000 were appropriated; by that of 29th April, 1816, and a subsequent law of 3d March, 1821, \$8,000,000 were appropriated, to carry the objects of those laws into execution, amounting in all to \$10,500,000. The appropriation of eight millions included a previous sum of \$600,000 for "the purchase and supply of a stock of every description of timber required for ship-building and other Naval purposes." This appropriation expires with the present year. It was not founded on any specific estimate of the cost of building and equipping the number of vessels authorized, and is not sufficient to accomplish the object. What addition may be necessary, there are not competent means within the reach of the Department, at this time, to ascertain with accuracy. Nothing more, however, will be required during the next year, as there remain, of the former appropriations, about \$800,000, which is more than can be usefully expended.

At the time of the passage of the law of 1816, there were three ships of the line—the Independence, Washington, and Franklin; four frigates of the 1st class—the Constitution, United States, Guerriere, and Java; and three of the 2d class—the Congress, Constellation, and Macedonian. These, added to the number authorized by the law before mentioned, and the frigate purchased in August last, under the authority of the law of 17th May, 1826, will give, when they are all completed,

- 12 ships of the line,
- 17 frigates of the 1st class, and
- 3 frigates of the 2d class; to which may be added the *Fulton*, which is at present used as a receiving ship at New York.

There are, also, in our Navy two ships of 24 guns each—the *Cyane*, captured in 1815, and the *John Adams*; and four sloops of 18 guns; to these were added, by the law of 3d March, 1825, ten sloops of war, to carry not less than 20 guns; making, when completed, 16 vessels of nearly the same class, and which may be ranked under the denomination of sloops of war. There are, also, 4 schooners of 12 guns, and three other vessels used as receiving ships.

In the report from this Department of the 2d December, 1825, it was stated that three of the sloops of war authorized by the act of the 3d March, 1825, would be completed within the year. Since that time those three have been finished, and are now at sea: one has been recently launched, will be immediately put in commission; the others are far advanced, and the whole would have been entirely completed if the contractors for certain portions of the materials had not produced disappointment, by failing to comply with their contracts within the times specified. They will all be launched during the next year, and may be ready for sea in six weeks after launching, if no difficulty should be experienced in procuring seamen. See paper I.

From this statement it will appear that the whole Naval force, authorized by law, consists of

- 12 ships of the line, (exclusive of two on Lake Ontario,)
- 17 frigates of the 1st class,
- 3 frigates of the 2d class,
- 16 sloops of war,
- 4 schooners of 12 guns, and 3 other vessels.

The whole of these, with the exception of three of the frigates, could be prepared for active service at sea, in a few months, should the situation and interests of the nation demand their employment. For their names and other particulars I refer to paper I, and Naval Register of 1827.

By the law of 9th March, 1814, the sum of \$500,000 was appropriated "for the purpose of building, equipping, and putting into service, one or more floating batteries, adapted to attack, repel, or destroy, ships of the enemy which might approach the shores or enter the waters of the United States." This law was executed, in part, by the purchase of one steam engine, and the building of one vessel, the *Fulton*; in other respects it has been unexecuted, in consequence, it is presumed, of the peace which soon succeeded its enactment.

By the 3d section of the law for the gradual increase of the Navy, passed in April, 1816, the President was authorized to cause to be procured the steam engines, and all the imperishable materials necessary for building and equipping three steam batteries on the most approved plan, and best calculated for the defence of the ports and harbors of the United States. The frames of the three vessels have been procured; two of the engines, with all their appurtenances, and part of the third engine purchased.

The steam engines and vessels procured were of the best construction known at the time ; it is probable that others, of more approved form, both for economy and power, might now be obtained.

This is a subject to which it is presumed legislative attention will, before long, be directed. By the law just referred to, it is manifest, that Congress, at the time of its passage, looked to this species of vessels as an efficient means of protection for our ports and harbors ; and subsequent experience and improvements have justified the opinion.

The powerful agency of steam has been constantly yielding, both in point of economy and skill, to the improvements of the age : and there can now be little hazard in anticipating, that, at no very distant period, it will be employed in propelling a large number of the vessels used for the protection of the maritime frontiers of all countries—and in none can they be used with more advantage than in this. The peculiar formation of our coast, harbors, and estuaries, renders them an indispensable addition to the line of fortifications and defences which the nation is constructing with such prudent forecast.

A minute detail of the employments and services of our armed vessels at sea does not seem to be required. The year has presented few incidents which are uncommon, of deep interest, or requiring legislative action. It may be truly said of all our squadrons, that they have enjoyed good health, have faithfully performed the duties entrusted to them, doing credit to the skill and patriotism of our officers, and justifying the expense to which the nation is subjected in supporting them. Paper M furnishes a list of the vessels in commission, with their stations. It will be perceived that few changes have been made in the vessels employed in active service.

The frigate Brandywine and sloop of war Eric have returned from the Mediterranean : the former to relieve the frigate United States, the latter is in ordinary, and her place will, in a few days, be supplied by the new sloop of war Warren, Master Comm. L. Kearny.

The West India squadron has been diminished : 1st. By the sale of the brig Spark, she being so far decayed that it "was not for the interest of the United States to repair her." 2d. By placing the schooner Fox at Baltimore, as a receiving vessel ; she was in such a state that she could not any longer be profitably employed as a cruising vessel ; and, 3dly, The store ship Decoy has been sold, such arrangements having been made as rendered her no longer useful.

The Brazilian squadron remains the same as at the close of the last session of Congress, consisting of the Macedonian, Cyane, and Boston.

The Pacific squadron has not, in any respect, been changed, but the Brandywine and Vincennes are on their passage to relieve the Frigate United States and Sloop of War Peacock. It was the purpose of the Department to add to the relief squadron the sloop of war Lexington, but other employment became necessary for her, under the resolutions of Congress. That vessel has been employed in a cruise among the fisheries, and in the melancholy, yet grateful duty of removing the remains of Commodore Perry, and will now be sent, for a time, to the West Indies.

In obedience to the resolution of the House of Representatives of the 18th of May last, directing "that the Secretary of the Navy be instructed to "cause the remains of Commodore Oliver Hazard Perry "to be removed from the island of Trinidad, in a public vessel of the "United States, and to have the same conveyed to Newport, State of "Rhode Island," the Secretary of the Navy, as soon as a vessel could be commissioned for that purpose, and at as early a day as the safety of those employed would permit, despatched the sloop of war Lexington, under the command of Master Commandant William B. Shubrick, with such instructions as were supposed proper on an occasion so interesting to the national feeling, and with a letter from Mr. Vaughan, the British Minister in this country, to the Governor of Trinidad, to both of whom the thanks of the Department are due for the facilities afforded in accomplishing the object. Master Commandant Turner, who was with Commodore Perry at the moment of his death, and attended his funeral, was directed to accompany Master Commandant Shubrick. Information was also given to the relatives and friends of Commodore Perry, in Rhode Island, that they might be enabled to make suitable preparations for receiving and paying funeral honors to his remains. The Lexington sailed from New York on the 12th of October, and I am this moment apprized that she reached Newport on the 27th November. The instructions and correspondence of the Department on this subject, with the report of Master Commandant Shubrick, are annexed, marked N.

The squadron in the Mediterranean has remained under the command of Commodore Rodgers, and been actively and usefully employed in cultivating the friendship of the Powers bordering on that sea, and in affording protection to our commerce and interests. Some extracts from his correspondence, marked G. will explain the nature of the services of the squadron, and the manner in which they have been performed.

The presence of a respectable naval force in that quarter is demanded by our growing commerce, and by the continued, and perhaps increasing, dangers to which it is subjected by the present state of the contest between Greece and Turkey. Several of the vessels will return home in the course of the year, but their places will be supplied by others. Private letters just received prove that piracies of the worst kind are daily increasing, and that our force cannot safely be diminished.

The squadron in the Pacific has continued to be useful to the interests of the nation. The termination of active war between Spain and the South American Governments, bordering on that ocean, has relieved our commerce from some of the evils under which it suffered; but, the unsettled state of the Governments and People, with the mass of individuals who have been thrown out of employment on the land and the water, exposes it to others, which require the presence and active exertions of a competent naval force on the whole coast, from California to Cape Horn.

Commodore Jones, one of our most experienced and prudent officers, has been ordered to succeed Commodore Hull in the command of

the squadron, and, should the force already sent not be sufficient to protect our interests, an addition to it will be made, if practicable.

Our extensive interests in every part of the Pacific, and the difficulties which not unfrequently occur in the neighbourhood of many of the islands, render the occasional presence of a public force among them very important. It was the intention of the Department that Commodore Hull should, previous to his return, visit the Society and Sandwich Islands; look to the interests of our commerce there; acquire a better knowledge than is now possessed, both of its extent and necessities, and of the best means and mode of defending and promoting it. But his duties on the coast have forbidden him to be absent; he has, however, under the orders of the Department, despatched, at different times, the Dolphin and Peacock, to accomplish those objects as far as practicable. The report of their cruises has not yet reached the Department. See paper P.

Information was received of the war between Brazil and Buenos Ayres, soon after the Cyane sailed, in December last, which rendered an additional number of vessels there necessary. These were provided under the act of appropriation of 5th April, 1826, and the new sloop of war Boston, Master Commandant B. V. Hoffman, sailed on the 11th April; the frigate Macedonian, Commodore Biddle, on the 15th June.

The presence of this force, in that quarter, has been essentially useful, by the relief which it has afforded to our vessels and fellow-citizens in many cases, and by the impression which it has produced, that, if assailed, protection was at hand.

The Emperor of Brazil established a blockade of an extensive coast, resting solely upon principles which have been uniformly resisted by our Government; its operation has, to a great degree, been counteracted by the interposition of our officers, as will be seen by the accompanying correspondence, marked Q and R.

The view of our interests in the West Indies, so far as they are connected with the services of the Navy, is more gratifying than at any time during the last four years. The zeal, enterprise, and skill, of our officers, which received commendation in the last annual report, have continued to merit it; and it is satisfactory to add, that not one case of piracy, within the range of the cruising grounds of our squadron, has been brought to the knowledge of the Department. The health of the officers and men has also received strict attention, and has been preserved to as great an extent as on any other station:— See paper S. Commodore Warrington has been invited to the Navy Board and Captain Ridgley appointed to succeed him.

The benefits resulting from the cruise of the schooner Porpoise over the fishing grounds at the Northward, during the last year, confirmed the propriety of sending a vessel, during the late fishing season, to perform a like service. Master Commandant Shubrick sailed in the Lexington for that purpose from New York on the 12th June, and returned on the 4th September; having in the mean time examined the greater part of the coasts and shores frequented by our fishermen.

His reports, a copy of some of which accompany this communication, show that much good has resulted from the attention of Government to this important interest of the nation ; and that it will be well not to relax on this subject. More diversified and extensive benefits are not produced by the employment of any one of our public vessels. See paper T.

A law of 3d March, 1825, appropriated \$100,000 for the establishment of a navy yard and depot on the coast of Florida. By the report from this Department, of 2d December, 1825, Congress was informed of the measures which had been taken to execute the law, and of the selection which had been made. Since that time the yard has been laid out, the wharves, buildings, &c. located, and the whole are satisfactorily progressing under the superintendence of the Commissioners of the Navy. There still remain unexpended about \$60,000, which will be insufficient to complete the whole, as the erection of works in that portion of the Union is very expensive.

On the 10th day of May last a letter was directed by the Chairman of the Naval Committee of the House of Representatives to the Secretary of the Navy, inquiring "whether the arrangements made by the Department for executing the act of the 29th April, 1816, for the gradual increase of the navy, would be injuriously interfered with, if the building of one of the frigates authorized by that act should be suspended for the present, and the timber for her frame secured, and the Government be authorized to purchase, in lieu of such frigate, for the naval service, a ship of equal or rather superior force, if the same can be procured for the United States on advantageous terms." This letter was received and answered on the 12th of that month. On the 17th May a law was passed, authorizing the President "to cause the building of one of the ships to be suspended, and to cause to be purchased a ship of not less than the smallest class authorized to be built."

In the execution of this law, the Secretary of the Navy, on the 29th of May, appointed Commodores Bainbridge, Chauncey, and Jones, to examine two vessels, then lying at New York, with as little delay as practicable, and furnish a full report of their state and qualities, with an estimate of their value. On the 21st of June they reported that they had examined the two ships, and thought the one called the Liberator the best adapted to the public service of the United States : that from her form and dimensions they should judge favorably of her qualities, and estimating her value at \$233,570 97.

Controversies having arisen between the persons interested in the vessel, which were submitted to arbitration, some delay took place in making the purchase, but instructions were eventually given to the Navy Agent at New York, to lay the papers before the District Attorney, and obtain from him an opinion as to the right and power of the Arbitrators to transfer the title to the United States. In obedience to instructions, and with the approbation of all persons concerned and interested in it, he made the purchase for the sum estimated as the value, and the vessel is now at the Navy Yard in Brooklyn, N. Y. She is a valuable ship, calculated to perform much service, and will

be fitted for sea in a short time. The papers relating to the execution of this law will be found annexed, and marked U.

In compliance with the joint resolution of the 22d May, requesting the President to cause an examination and accurate survey to be made by a skillful Engineer of a site for a Dry Dock at the Navy Yard, at Portsmouth, N. H., Charlestown, Mass., Brooklyn, N. Y. and Gosport, Va. Loami Baldwin, Esq. was employed to make the necessary surveys and examinations. He has been diligently engaged in the work, and it is hoped that he will be able to make his report in a few days. As soon as it is received, it will be communicated, together with the instructions under which he acted, and the views of the Department on the subject.

In the Act making appropriations for the support of the Navy for the year 1826, there is an item of \$10,000 for a survey of the harbors of Savannah and Brunswick, in Georgia, Beaufort, in S. Carolina, and Baltimore, in Maryland, "with a view to ascertain the practical facilities of those places for naval purposes." In the execution of this law, a survey was commenced, under the superintendence of Captain R. T. Spence, and after his unexpected and lamented death, was committed to Master Commandant Claxton, then upon the Baltimore station, with the aid of Lieut Sherburne, and other officers.

A report upon the subject, accompanied by a chart, has been made to the Department, but is not now communicated, because the surveys of the other places mentioned in the law have not been completed; and it is believed to be more correct to present the whole at one view.

The remaining surveys are progressing, under the superintendence of Lieut. R. F. Stockton, and will be finished with the least practicable delay, when they will be presented, with that of Baltimore.

The correspondence marked W will shew the situation of the African Agency and Slave Trade.

It was anticipated, at the commencement of the year, that a large number of Africans would be sent to the Agency, but a delay in the decision of the claim to a part of them, has hitherto prevented. This delay has occasioned a great expense to the United States, but no remedy is perceived. Brought to this country by no act of their own, there is no principle of justice on which they can either be made slaves by the Government, or turned loose among our fellow citizens to suffer. They must be carried somewhere out of the limits of the United States, and a more economical mode does not seem practicable.

On the 1st of January, 1826, a balance of \$32,401 63 remained of the appropriation of \$100,000, made in 1823, which was carried to the surplus fund; but a re-appropriation of \$32,000 was made during the last session; of this sum \$22,220 81 have been expended, leaving a balance at this time of only \$9,779 19, which it is believed will not be sufficient to meet the existing and necessary claims upon the fund during the ensuing year. Another appropriation will therefore be required.

It is probable that, in a few weeks, the question respecting the Africans in Georgia will be determined, in which event there will be from 100 to 160 in that State, and about 15 from Louisiana, to be sent to the Agency, for whose reception provision has been made.

No vessel has been despatched to the coast of Africa for several months, until within a few days. It was the purpose of the Department to order the brig Spark on that service; but, upon her arrival from the West Indies, she was found too much out of repair, and consequently sold. The schooner Shark, Lieut. Otho Norris, left Norfolk about a week since, with orders to remain one or two months, as occasion may require, and afford such protection to the Agency as its situation shall demand. After performing this duty, the Shark will cruise a short time in the neighborhood of LaGuayra, and then resume her station in the West India Squadron.

In the report of the President at the commencement of the last session of Congress, and in other communications from the Department, several evils under which the Marine Corps and the Naval Service labored, and which could only be relieved by Legislative interference, were exhibited, in the hope that a remedy would be provided. It would be unnecessary, and perhaps improper, to renew the representations respecting them. Reference is made to the views and opinions heretofore expressed, and it is respectfully added that the Marine Corps and the Service still continue to feel, sensibly, the necessity of a remedy for some of the inconveniences there suggested.

A few subjects of importance are not mentioned in this report, because they must hereafter be presented to Congress, in answers to resolutions passed, and calls made, during the last session.

Paper X contains a list of the officers of the Navy and Marine Corps who have died since the 2d December, 1825.

Paper Y contains a list of resignations during the same period.

Papers Z contains estimates for the service of the Navy and Marine Corps for the year 1827.

Respectfully submitted.

SAMUEL L. SOUTHARD.

NAVY DEPARTMENT, 2d December, 1826.

M.

List of Vessels of the United States' Navy in commission, their Commanders, and Stations.

IN THE MEDITERRANEAN.

North Carolina,	74 guns,	Commodore John Rodgers.
Constitution,	44 do.	Captain D. T. Patterson.
Ontario,	18 do.	Master Comd't J. B. Nicholson.
Warren,	18 do.	Master Comd't L. Kearney.
Porpoise,	12 do.	Lieut. Com'dng Benjamin Cooper.

IN THE WEST INDIES.

Constellation, 36 guns, Commodore Charles G. Ridgely.
 John Adams, 24 do. Master Comd't J. Wilkinson.
 Hornet, 18 do. Master Comd't A. Claxton,
 Granpus, 12 do. Lieut. Com'dg W. K. Latimer:

IN THE BRAZILS.

Macedonian, 36 guns, Commodore James Biddle.
 Cyane, 24 do. Captain Jesse D. Elliott.
 Boston, 18 do. Master Comd't B. V. Hoffman.

IN THE PACIFIC.

United States, 44 guns, Commodore Isaac Hull.
 Peacock, 18 do. Master Comd't Thos. Ap Catesby Jones.
 Dolphin, 12 do. Lieut. Comd'g John Percival.
 Brandywine, 44 do. Commodore Jacob Jones, to relieve the
 frigate United States.
 Vincennes, 18 do. Master Comd't William B. Finch, to re-
 lieve the Peacock.

ON SPECIAL SERVICE.

Lexington, 18 guns, Master Comd't William B. Shubrick.
 Shark, 12 do. Lieut. Comd'g Otho Norris.

N.

CORRESPONDENCE RESPECTING THE REMOVAL OF THE REMAINS OF
 COMMODORE OLIVER H. PERRY.

NAVY DEPARTMENT,

8th September, 1826.

SIR: As soon as the U. S. sloop Lexington, under your command, can be prepared for a cruise of two months, you will proceed to the island of Trinidad, to perform the duty prescribed by the resolution of the House of Representatives, of which I enclose a copy.

On your arrival at Port Spain, you will communicate to the proper authority in the Island the object of your Government in sending you, and request permission to remove the remains of Commodore Perry.

Having obtained the permission, you will receive them on board the Lexington, with your colors half mast, and a salute suited to the rank which Commodore Perry held in the Navy of the United States. Your colors will remain half-mast so long as you continue in the harbor.

His friends at Newport, R. I. have been apprized of your departure, and will be ready to receive the body.

On your arrival at that place you will again wear your colors half-mast, and when the body is taken from the vessel, fire another salute, and, with your officers and men, unite in such funeral services as may be performed by the citizens of that place; after which you will return to New York.

In selecting you for this deeply interesting duty, the Department relies with confidence on the exercise of your correct judgment and feelings, and expects that you will discharge it in a manner suited to the respect due to the memory of Commodore Perry—to the feelings of his friends—and to the national gratitude for his patriotic services, and the national pride in his pure fame.

I enclose to you extracts of a letter from an officer in the Navy, who was present at the burial of Commodore Perry, which may be useful to you.

I am, respectfully, &c.

SAMUEL L. SOUTHARD.

Captain WILLIAM B. SHUBRICK,

Commanding U. S. Sloop of War Lexington, New York.

NAVY DEPARTMENT,

17th October, 1826.

SIR: I beg the favor of you to have the enclosed letters delivered to the mother and widow of Commodore Perry. Their object is to announce to them the time when the resolution of the House of Representatives will probably be executed.

Captain Shubrick, in the Lexington, has sailed to Trinidad, and will probably arrive in Newport, with the remains, in about 40 or 50 days. He is commanded to deliver them to the friends of Commodore Perry, and to unite in the funeral services which may be performed by the citizens of that place. Will you do me the favor to give such information as may be proper and necessary on the subject.

I am, respectfully, &c.

SAMUEL L. SOUTHARD.

Hon. DUTEE J. PEARCE,

Newport, R. I.

NAVY DEPARTMENT,

17th October, 1826.

MADAM: The House of Representatives of the United States, on the 18th May last, passed a resolution, instructing the Secretary of the Navy to cause the remains of Commodore Oliver Hazard Perry

to be removed from the island of Trinidad, in a public vessel of the United States, and to have the same conveyed to Newport, State of Rhode Island.

The duty to be performed was of a character not to be unnecessarily postponed; and I have at the earliest moment in my power devoted the *Lexington*, commanded by Captain Shubrick, to its discharge.

He is directed to bring the remains to Newport, and deliver them to the friends of Commodore Perry, and will probably arrive there in forty or fifty days from this time.

I rely with confidence on the correct judgment and feelings of Captain Shubrick to discharge this service in a manner suited to its interesting character: and I rejoice that the remains will be received by those who will best know how to pay that respect which private affection and public gratitude demand.

I am, very respectfully, &c.

SAMUEL L. SOUTHARD.

Mrs. ELIZABETH PERRY,
Newport, R. I.

Captain Wm. B. Shubrick, to the Secretary of the Navy.

NEWPORT, *November 27, 1826.*

I have had the honor to announce to you my arrival in this harbor with the remains of the late Commodore Perry.

My letter of the 13th ultimo informed you of my departure from New York.

I anchored in the Gulf of Paria, after a passage of seventeen days, on the evening of the 31st, and, on the first of November, got up to Port of Spain. On anchoring, I addressed a letter, (a copy of which accompanies this, marked A,) to the Governor, and, that evening, received the answer marked B. On the morning of the second, after exchanging salutes with the Fort, I waited on the Governor, who expressed his readiness to afford me every facility in the execution of my commission, and his wish to have the remains attended, on removal, with such military honors as I might think proper. As the Commodore had been interred in the most splendid manner, by the same Governor, I thought it most proper to decline any further parade, which I did in the most delicate manner. The Governor, however, caused a Car to be prepared especially for the purpose, and to be drawn from the cemetery to the wharf by his own carriage horses; his Secretary, and other members of his family, giving their personal attendance.

At the wharf, the remains were received by the boats, with a proportion of the officers and crew of this ship. During the time they were rowing off, I caused minute guns to be fired, half-masting the colors at the firing of the first gun.

The remains were received on board under a salute from the marine guard, the officers and men uncovered, and the music playing a dead march.

On the afternoon of the 3d, I addressed a letter (copy marked C,) to the Governor, and at 10 o'clock, on the morning of the 4th, the wind being favorable, I got under way, and made sail from the harbor, the Fort saluting me with 17 guns, which I returned with a like number.

I received from Captain Turner the most ready and important assistance in disinterring and getting on board the remains; and it is, in a manner, owing to his exertions that I was enabled to leave Trinidad in so short a time, which was very desirable, the rainy season not being over, and the place, consequently, sickly. My return passage has been longer than I expected, owing to frequent calms in the Caribbean Sea, and a succession of Northwest gales on the coast.

The Lexington having, for the last six months, been almost constantly at sea, and in every variety of climate, requires to be thoroughly overhauled before going on another cruise.

A.

Captain Shubrick, to Sir Ralph James Woodford, Governor and Commander in Chief of the Island of Trinidad.

UNITED STATES' SHIP LEXINGTON,

November 1, 1826.

I have the honor to make known to your Excellency the arrival, in the harbor of Port Spain, of the United States' ship Lexington, under my command.

Having been charged by my Government with the melancholy duty of conveying to his native country the remains of Commodore Perry, I have anchored in this harbor for that purpose; and I pray that your Excellency will enable me to carry into execution the views of my Government, by granting me permission to disinter, and take from the Island, the said remains.

I have the honor to forward, herewith, a letter for your Excellency, entrusted to my charge by His Majesty's Minister near the Government of the United States.

B.

Copy of a letter from Ralph Woodford, Governor of the Island of Trinidad, to Captain William B. Shubrick.

ST. ANNS, 2d November, 1826.

I have had the honor to receive your letter of the first instant, acquainting me of your arrival, in the United States' ship Lexington,

for the purpose of receiving, and conveying to his native country, the remains of the late Commodore Perry.

In conceding the request, made in the name of your Government, I have to assure you of my readiness to afford every assistance to the object of your commission, that you may consider to depend upon me.

I have also to acknowledge the receipt of the letter of His Majesty's Minister at Washington, entrusted to your care, and to express the satisfaction it will afford me to receive you at my residence, during your stay in the Island.

C.

Captain William B. Shubrick to Governor Ralph James Woodford.

UNITED STATES' SHIP LEXINGTON,
November 3d, 1826.

Having received the remains of the late Commodore Perry on board. I am about to leave the harbor of Port Spain; and I avail myself of this occasion to express to your Excellency my sense of, and to tender my thanks for, your kind attentions, during my stay at the Island under your Excellency's government.

I shall take great pleasure in making known to my Government the generous facilities afforded me by your Excellency, in the execution of my melancholy commission.

O.

COPIES AND EXTRACTS FROM THE CORRESPONDENCE OF COMMODORE JOHN RODGERS.

Extract of Instructions from Commodore John Rodgers, to David Deacon, Esq. commanding United States' Sloop Erie, dated United States' Ship North Carolina, Port Mahon, 18th February, 1826.

“The United States' ship Erie, under your command, being ready for sea, I have to desire that you proceed with her to the Archipelago for the protection of our commerce in that sea, and particularly that to and from Smyrna, which is so important as to forbid its being neglected in the present state of the war subsisting between the Turks and Greeks, for a single day; the season of the year is rapidly approaching when danger is most to be apprehended from such small craft as have hitherto committed piracies among the Islands of the Archipelago, under the Greek flag.

On leaving this, in order to obtain such information as will enable you to afford the most effectual protection to our trade, you will pro-

ceed direct to Smyrna, where, on your arrival, I would recommend your consulting our Consul, Mr. Offley, by whose advice and information, you will be able to afford it the most ample and extensive protection.

In the performance of your duties, your own judgment will point out to you the necessity of abstaining yourself, and preventing in all others under your command, the commission of any act, which might tend, in the slightest degree, to compromit the neutrality of the United States.

Should it be found unsafe to permit vessels to leave Smyrna without convoy, you will afford it to such a distance West of the Island of Serigo, as to ensure their safety, returning again to Smyrna, as soon as the nature of the service you are on, and the information you may receive from any other quarter requiring your attention, will permit."

Extracts of a letter from Captain David Deacon, to Commodore John Rodgers, dated United States' Ship Erie, Smyrna, March 18, 1826.

"In compliance with your order, bearing date 18th February, 1826, I proceeded with this Ship for the Archipelago, and have great pleasure of informing you of my safe arrival, with all the American vessels I have met with at this anchorage.

On the 1st of March, fell in with, supplied with fuel, and took under convoy, the American brig Seaman, belonging to New York, bound to Smyrna.

On the 7th, fell in with, supplied with water, and took under convoy, the American brig Smyrna, bound to Smyrna.

The Greeks have retaliated on the Austrians, by capturing three of their vessels, said to be loaded with stores for the Turks: this happened a few days ago, at Milo; two Greek brigs boarded the convoy under two Austrian brigs: the Austrians told the Greeks, that if they persisted, they should fire into them; the Greeks answered, very well, they were ready to return it; the Austrians then called on a Dutch frigate for assistance, but the Dutchman declined interfering; in the meantime the Greeks carried the Austrian Merchantmen over to Napoli di Romania. I overhauled one of the Hydra cruisers in the Bay of Smyrna; he had boats out, capturing every thing Turkish; I observed to him the vessels astern were my convoy, and Americans: he said we were then good friends, and he would always treat them well."

Extract of a letter from Commodore John Rodgers, to the Secretary of the Navy, dated United States' Ship North Carolina, Gibraltar Bay, 13th May, 1826.

"The Erie, if her crew will not consent to re-enter for a longer term, and which I am led to think very doubtful, I shall be obliged to send

to the United States, the necessity of which I shall regret, particularly at this time, as the war between Greece and the Porte seems now to be drawing to a crisis; and unless Russia declares war against the latter, (as some think she will,) or England and the principal Continental Powers interpose as mediators between her and the Ottoman Government, (as others seem inclined to believe they will do,) the unfortunate Greeks will be obliged, it is thought, to have recourse to increased acts of piracy, and in this event, that the commission of such acts will not be, as heretofore, confined to small boats only.

Should such a change take place prior to my departure from the Archipelago (for which I shall depart to-morrow) as to render the presence of more than a sloop of war necessary, I shall leave the Constitution there, with the Ontario, until the affairs of Greece assume such a shape as to permit one or both of these vessels to be drawn from that quarter, without risk. It is confidently believed, if the Greeks lose Missolonghi, that they cannot maintain themselves in the Morea, and that, in such an event taking place, they will be obliged to seek refuge among the barren Islands of the Archipelago, where, to avoid starvation, a large portion of the population will necessarily be forced to turn pirates."

Copy of Instructions to Master Commandant John B. Nicolson, United States' Ship Ontario, from Commodore John Rodgers, dated U. S. Ship North Carolina, Harbor of Milo, 21st August, 1826.

In the present state of the war between the Porte and Greece, it has become absolutely necessary that one vessel of war, at least, should be kept in the Archipelago, for the protection of our commerce; and in consequence thereof, I am induced to assign to the Ontario, under your command, that duty.

In the performance of this service, you will have a delicate part to act. It will be expected of you to exercise much vigilance, and, at the same time, much discretion; for whilst, on the one hand, you will be required to afford to our merchant vessels trading in those seas the most ample protection the force under your command will admit of, it will be equally expected, that you abstain from meddling with the affairs of either of the parties at war: from giving to other nations (beyond what your duty requires in the suppression of piracy) the protection of our flag; and from intermingling its name, or identifying its character or our commercial interests, with those of any nation, in any way that might compromise ourselves, by affecting the neutral position we have hitherto sustained, and which it is the desire of our Government most earnestly still to maintain. You will keep me informed of your own proceedings, by every opportunity that offers, as well as of every thing of a political nature that may transpire in this quarter, which you may think it desirable for me to be apprised of.

Mr. Ofley, our Consul at Smyrna, with whom you will confer from time to time as to the mode most likely to insure to our commerce the necessary protection, will, on your requisitions, furnish such few stores and provisions as you may stand in need of, to pay for which, and to meet the other necessary disbursements of the ship, I have furnished your Purser with bills on London, to the amount of £1,000 sterling—calculated to produce about \$5,000—and \$4,000 loaned him by my authority, by the Purser of this ship, together making about \$9,000, exclusive of the funds previously remaining in his hands. When there are no American vessels at Smyrna requiring convoy, you will do well by spending a portion of your time at Milo, and occasionally running out as far as Cape St. Angelo and Cerigo, to meet and afford protection to such as may be bound to Smyrna. Until the warm weather is over, I would advise your not remaining at Smyrna for any length of time.

Copy of a Letter from Commodore John Rodgers to the Hon. the Secretary of the Navy, dated United States' Ship North Carolina, Port Mahon, 11th September, 1826.

My letters of the 25th and 28th June last, from Smyrna, by the brig General Bolivar, bound to Boston, will have made you acquainted with the movements and proceedings of the squadron, up to that time, and this, together with the accompanying communication, dated at Vourla, the 18th of July, (marked A.) but which I have had no opportunity of sending until now, will put you in possession of its movements and employment, subsequently to that date. On the 22d of July, three days after my return to Vourla, from an excursion to the Dardanelles, with this ship, the Constitution, Ontario, and Porpoise, (for the particulars of which, permit me to refer you to the accompanying letter of the 18th of July,) the Erie joined me, having been employed, during her separation from the other vessels of the squadron, in convoying the brig General Bolivar clear of the Islands. On the 16th of last month, finding the term of service of the crew of the Erie was about to expire, I despatched her under orders to communicate with the consulates of Tripoli and Algiers, and to proceed from the latter place to Mahon, there to replenish her provisions and water, and wait my arrival for orders to return to the United States. On the 11th, the day after the departure of the Erie, I sailed with this ship, the Constitution, Ontario, and Porpoise, for the Island of Milo, and taking a circuitous route, by Mytilene, Scio, Negropont, and Cape Colonna, arrived and anchored at Milo, on the 15th, at which, as the communication between the Morca and it is more frequent than with any other Island in the Archipelago, I continued until the 21st ultimo, for the purpose of obtaining the most correct and latest information possible, in regard to the actual situation of Greece, before my final departure from that sea. The day I left Milo, after getting

to sea, I parted company with the Ontario, which vessel I have stationed in the Archipelago, with instructions to her commander, of which the enclosed is a copy, marked B, to protect our commerce in that quarter. On leaving the Archipelago, I shaped a course for Malta, having directed Mr. Henry, our Consul at Gibraltar, to send all letters for the squadron, that might come to his hands, in time to reach that place by the first of September. On arriving off Malta, which was on the 29th ultimo, I sent a boat in to communicate with Mr. Pulis, our Consul, and bring off any letters which might have reached him.

I now learnt from him that the mail of the August Packet, which usually arrives between the 25th and 31st of the month, was still due, and thinking it probable that Mr. Henry might have received letters from the Department for me, during my absence, and have forwarded them by the packet, I made sail for Mahon, accompanied by the Constitution, leaving the Porpoise to wait the arrival of the Packet, until the 8th instant, to bring such letters as might have been forwarded by her from Gibraltar.

I reached this port yesterday, in company with the Constitution, where I found the Erie, she having arrived here six days before.

The enclosed copies of Captain Deacon's letter, and the letters of Mr. Shaler, and Mr. Morillo, Nos. 1, 2, 3, (the latter left by Mr. Anderson in charge of the affairs of the American consulate at Tripoli) will show the peaceable footing on which we stand with those two regencies.

The Erie is now replenishing her water and provisions, and as soon as she is ready for sea I shall despatch her for New York, to receive your orders for the discharge of her crew.

She is a fine ship, and will require but little expense to equip again for sea, and as the services of more than one vessel of her class will be necessary for the protection of our trade in the Archipelago, so long as that sea continues infested, as it now is, by pirates, I hope you may find it soon convenient to send her, or some other sloop, to supply her place on this station.

No robberies have as yet been committed upon any American vessels, since the first appearance of the squadron in the Archipelago, notwithstanding those of every other nation have suffered more or less; even the English and French, of late, have had several vessels plundered, and some of very valuable cargoes, notwithstanding the former has six or seven vessels of war, and the latter nine or ten in that sea.

The Austrians, although they keep as many as ten or twelve sail constantly at Smyrna and among the islands, have had upwards of fifty vessels plundered during the last six months; in one or two instances the crew of the vessel has been murdered.

After despatching the Erie for the United States, I shall leave here (on the arrival of the Porpoise from Malta) for Gibraltar, to supply the Purser's of the several vessels with the necessary sums of money, on account of pay for the next six months, and to purchase such few articles of stores as are not sent from the United States.

The officers and crews of the vessels of the squadron have been peculiarly healthy, during the past Summer, there not having been a single death among the officers, and only four, out of upwards of 1,800 men, since we left Gibraltar.

Copy of a letter of Wm. Shaler, Esq. enclosing extract from Journal of Consulate at Algiers, to Commodore John Rodgers, commanding U. S. Naval Forces in the Mediterranean.

ALGIERS, 30th August, 1826.

I had the honor to receive your letter of the 10th inst. by Captain Deacon. I herewith enclosed, send you a transcript of the journal of this consulate, which contains every thing of any moment, since your departure from Algiers. I also send, by Captain Deacon, a copy of a book, which I lately published in the United States, on this country, which please to accept as a mark of my friendly consideration.

Extract from the Journal kept in the Consulate of the United States in Algiers, from the 1st to the 25th inclusive, of August, 1826.

August 3d. Sailed the Algerine squadron on a cruize, consisting of five schooners of 22, 14 and 6 guns. It is believed they are destined against Spanish commerce.

August 18. Arrived this morning an Algerine cruizer, accompanied by a large ship, supposed to be her prize. The Dutch Consul was early informed that this vessel was of his nation, and at 9 o'clock he visited the minister of marine and conversed with the captain of the ship. He informed the Consul, that this vessel, measuring 500 tons, belonged to Curacoa, was owned by himself, a citizen of that island, and that her cargo was principally American; that she had sailed from Curacoa to Campeachy in Mexico, where she was laden with Campeachy wood, her present cargo, and was bound for Marscilles: and that when, within 60 miles of that port, was captured by the Algerine squadron, because she was not provided with a Mediterranean pass. The minister remarked to the Consul, that, according to the ancient usages of Algiers, a vessel found navigating the Mediterranean, without this passport, was liable to confiscation. The Consul replied, that the absence of this passport might be reason for bringing in a friendly vessel for examination, but furnished no right to condemn. He had examined the ship's papers, had found her to be the property of a Dutch citizen, and he therefore formally demanded restitution.

The minister deferred his decision.

August 19th. All the drogomans were called to the marine and directed to invite their respective Consuls to a Divan, to be held to-morrow, to decide upon the legality of the prize, and to be composed of the Raisés, or Captains of the Algerine Navy and the *Corps Consulairé*.

August 20th. At 11 o'clock this morning, the Consular corps assembled at the Marine, where were also present the Algerine Captains. The minister, addressing the Dutch Consul, said the subject of the prize ship would now be discussed.

The Consul premised, by formally declaring that the legality of a Dutch prize, was a question, which in nowise affected the Representatives of other Powers, and to a decision of which, they were not competent. But, denying their jurisdiction, the Consul did not object to the expression of their opinions, as to the nationality of the vessel. Her papers being found to be in the usual form, the Consul formally demanded restitution. The treaty of Holland with the Regency was then read, which stipulates, that in such cases as the present, *the vessel should be liberated, but the cargo confiscated.* This brought the cargo into discussion, a part of which appeared to be the property of citizens of the United States. The U. S. Consul made a like preliminary declaration as the Dutch Consul of the incompetency of the Divan, to judge a case between the Regency and the U. States.

The bills of lading having been examined, the larger part of the cargo was found to have been shipped on account of merchants in Boston. This the Consul formally claimed as American property. For the lesser part of the cargo, he made no demands, as the evidence of its being American property was not sufficient, but said, that he would write for information, and if proved to be such, he would claim of the Regency.

To the demand of the Consul upon the larger part of the cargo, the minister made two objections: 1st. Informality; as the bill of lading did not declare the owners to be *citizens* of the United States. 2d. Insufficiency: because this paper did not prove the property to be American. The cargo must therefore be detained, till it could be verified by more abundant proof.

To the first objection the Consul replied, that it was not usual or necessary to identify the owners citizenship: that in the present case being merchants of Boston, they were protected by our laws. To the second, he answered, that commercial usages; knew of no other proofs of property laden on vessels; that no greater was now required or would be sought. He therefore demanded the restitution of that part of the cargo, as being absolutely American property. The minister rejoined, we have suspicions of its being Spanish property; if you are assured of its American ownership, give us your personal responsibility for it, if, eventually, it should be ascertained to be Spanish; otherwise the cargo must be confiscated. The Consul declined this proposition, peremptorily. He could not consent to personal responsibility for what he was bound to protect from official duty, but was willing to give his receipt for the property, which by the bill of lading appeared to be *bona fide* American.

This being refused, he warned the minister not to confiscate this part of the cargo, as it would become his duty to claim it with damages. The minister then requested the Danish Consul to pronounce the confiscation of the property. It was accordingly declared. The Consul at a late hour despatched his Drogoman to the Palace, to demand an audience of the Dey, which was granted, with the request of his highness, that it should be held the same evening.

The Consul, accompanied by the Secretary of the Consulate, repaired to the Palace at 4 o'clock, P. M. The Consul addressing the Dey, said, he was doubtless well informed of all the circumstances connected with the prize ship, lately brought to this port, and of the grounds upon which a part of her cargo was claimed as American. His highness replied, that the only difficulty presented to the restitution of the American part of the cargo, was the insufficiency of proof to verify it; that he well knew the stipulations of the late treaty of Algiers with the United States, for he was not, as other Deys, unable to read, and would most scrupulously observe them. If the most precious cargo of the Indies were brought here, and proved to be American, it should be esteemed sacred, and immediately restored. But in the present case, there exist suspicions of the truth of the bill of lading, and which of itself is not sufficient evidence of ownership. To assure ourselves, we require of you, as an act of official duty, to give us your personal obligation, to answer our demands, if the cargo be ultimately proved not to be American.

To the arguments and demands of his Highness, the Consul replied, that no property floating on the seas was accompanied by other, or more explicit papers, than was the cargo in question; it was fully identified as American, and, as such, he claimed it.

The present controversy of the Regency with Spain, created no right to vex the property of friends, under pretext of searching for that of the enemy. Whatever suspicions His Highness might entertain of the ownership, it was not for the Consul to remove them, but by declaring the proof to be legal and regular.

The demand of His Highness for the personal guaranty of the Consul, was inconsistent with the nature and dignity of his office. If the property were detained, it would become his duty to report to his Government, and to the United States' Naval Commander in the Mediterranean, when he would be required to claim it with damages. After some further conversation, in which the Dey expressed the elevated sentiments of a just and magnanimous Prince, he agreed to liberate the property named, and accept the receipt which was this morning proposed to the Minister of Marine.

August 21st.—The Minister determined this morning to unload the ship in search of any articles, not expressed in the manifest. He had actually taken off one lighter load, when, upon the representation of the Dutch Consul, he was satisfied to receive the Captain's declarations to the truth of his manifest.

The vessel and cargo being liberated, they will sail on the 24th instant.

Copy of the receipt given by the Consul to the Minister of Marine :
 J. William ~~Shaler~~, Consul General of the United States in Algiers, declare, that a portion of the cargo of the Dutch vessel the *Curacoa*, captured and brought into this port by cruisers of the *Regency*, which, according to the bill of lading copied below, appears to be bona fide the property of American citizens, has, by order of His Highness the Bashaw, been delivered over to me, in conformity with the 6th article of the Treaty subsisting between the United States and Algiers.

Bill of Lading.

Shipped, in good order, and well conditioned, by John L. McGregor, per order of Cushing Stetson, on board the Dutch ship called the *Curacoa*, whereof Cushing Stetson is master, now lying in the port of *Campeachy*, and bound for Gibraltar, and a market, to say : Six thousand seven hundred and twenty pounds Logwood, for account of Messrs. William Thomson & Co. and Z. G. Lamsen, Merchants, Boston, being marked and numbered as in the margin, and are to be delivered in like good order and condition, at the port of discharge, (the dangers of the sea excepted,) unto order, or assigns, he, or they, paying freight for the said logwood, with primage and average accustomed. In witness whereof, the master or purser of the said vessel hath affirmed to twelve bills of lading, all of this tenor and date, one of which being accomplished, the others to remain void. Dated in *Campeachy*, the 18th of May, 1826. Weight not accountable ; all on board to be delivered.

CUSHING STETSON.

Endorsement.

Campeachy, May 17th, 1826.—The within logwood is to be held subject to the order of Messrs. Henry & McCall, Merchants, Gibraltar, until payment be made of two thousand nine hundred and five dollars and eighteen and three-fourths cents, being amount advanced by John L. McGregor on said logwood.

CUSHING STETSON.

JOHN L. MCGREGOR.

In testimony of which, I have herewith affixed my hand and seal of office, in the city of Algiers, this 23d day of August, 1826.

WILLIAM SHALER.

Copy of a letter from J. Morillo, Esq. Chargé d'Affaires of the United States' Consulate, to Captain Deacon, United States' Ship Erie, dated

TRIPOLI, 18th August, 1826.

I have received your communication of yesterday's date, requesting to know the actual state of our political relations with this *Regency*.

In answer to which, I have the pleasure to assure you that our interests continue in the most favorable state with the Bashaw and his Government. His highness has at all times shewn the most friendly disposition towards the United States, as well as to me individually, and to every one connected with the Consulate.

P.

COPIES AND EXTRACTS FROM THE CORRESPONDENCE OF COMMODORE ISAAC HULL.

Extract of a letter from Commodore Isaac Hull, to the Secretary of the Navy, dated U. S. Frigate United States, Chorrillos, Peru, December 21st, 1825.

“The Dolphin having been despatched on a long cruise to the Mulgrave Islands, and the Peacock having been constantly on service, and it appearing to me of the first importance that the commerce and citizens of the United States should not be left without proper protection, whilst our ships are compelled to discharge their valuable cargoes in an open roadstead, such as Chorrillos, where they are exposed to many difficulties from the heavy swell that is constantly setting in, and scarcely a day passes, but some of the ships require assistance of some kind.

For the last eight or ten months, there have been constantly in the Bay of Chorillos, from ten to thirty valuable American merchant ships, with valuable cargoes, lying in a situation where they had no protection from the shore, as there is not a gun mounted in the place.

Situated as our commerce has been on this station, and it having been generally believed, that a Spanish force would be sent out to relieve the garrison at Callao, and in the event of which, our ships would be still more exposed, I hope you will consider sufficient reasons for my remaining here, and not having left the station for the purpose directed in your letter.

The moment the Castles of Callao are given up, and our ships can lie in safety in the Bay, I shall lose no time in visiting Chili, for the purpose of executing your instructions, or, before, if it can be done consistent with the public interest.”

Extract of a letter from Commodore Isaac Hull to the Secretary of the Navy, dated U. S. Frigate United States, Callao Bay, December 30th, 1825.

“Our commerce is very much exposed, and would be more so, in the event of an attempt being made by the Spanish Government to relieve the garrison at Callao, by sending out a force for that purpose; nor should I consider it proper to leave the coast, at the moment the English and French are increasing their forces. The French have

A LIST OF MERCHANT VESSELS Boarded by the United States' Frigate United States, Isaac Hull, Commauder, during the period of 30th March, 1824, to December, 1825.

Where Boarded.	When Boarded.	Vessel's Name.	Master's Name.	Owner's Names.	Where Built or belonging.	Lading.	Number of			Where from.	Whither Bound.
							Tons.	Men.	Guns.		
Valparaiso	1824. 30th March	Ship Eagle	Kelly	Starbuck	Nantucket	Sperm. oil	250	22	-	Whale voyage	Nantucket
do	do	Potosi	R. Baldwin	-	New York	Flour and sundries	300	-	-	New York	
do	do	Tartar	Thos. R. Gerry	Bryan & Sturgis	Boston	Flour and dry goods	300	-	-	Boston	
Callao	2d May	Potosi	R. Baldwin	-	New York	Flour and sundries	370	11	-	Valparaiso	
do	3d May	Brig Gratitude	-	-	Liverpool	Whiskey	-	-	-	do	Callao
do	8th May	Ship Providence	Bowers	E. Carrington & Co.	Providence	Ballast	350	15	2	Coquimbo	do
do	10th May	China	Wm. Putman	Jos. Peabody	Salem	Flour and dry goods	370	-	-		
do	do	Brig Winifred	C. W. Gelston	C. W. Gelston	Alexandria	Ballast	-	-	-		
do	do	Peru	W. Johnson, Jr.	Steph & Phillips	Salem	Flour and dry goods	187	6	2	Quilca	do
do	do	G. P. Stephenson	W. Parill	Isaac Maum	Baltimore	-	240	8	-	Baltimore	do
do	do	Ship America	Dickoven	Tibbitts & Whitney	New York	Flour and dry goods	447	28	4	New York	do
do	do	Brig Frederick	Jas. Penney	Tudor	Stonington	Ballast	147	10	-	do	Pisco
do	11th May	Ship Clara	John Jones	James Bosley	Baltimore	Flour, bread, &c.	297	16	-	Baltimore	Callao
do	14th May	Brig Dragon	Chiswell	Pat. Mulleston	do	Rice and cocoa	167	-	-	Huanchaco	do
do	19th May	Hebe	Nickson	Wm. Guthrie	London	Tallow	229	13	2	California	do
do	21st May	Col. Young	Henry Potter	Jas. Goldia	Calcutta	Ballast	200	11	4	Valparaiso	do
do	27th May	Ship Tartar	Gerry	Bryan & Sturgis	Boston	Flour and dry goods	300	-	-	Coquimbo	do
do	4th June	Brig La Pera	-	-	-	Ballast	-	-	-	Pisco	do
do	do	Nancy	Chas. Sumner	Field & Edenton	New York	do	141	-	-	Huasco	Valdivia
do	do	Ship J. Beggs	Jno. Jenkins	John Beggs	Lima	Dry goods	154	17	2	St. Blas	Callao
do	11th June	Earl Wellington	Potts	do	do	do	130	-	-	Valparaiso	do
do	14th June	Isabella	Lindsay	C. Silk	London	General cargo	225	14	-	do	do
do	20th June	Earl Egrement	Rt. Johnson	Johnson	do	Flour	230	14	2	do	do
do	do	Peruvian	W. Dalling	W. Dalling	-	Dry goods	216	15	6	do	do
do	do	Andes	King	T. & J. Brockley	-	do	208	15	-	Quilca	do
do	25th June	Grecian	Halbour	Halbour	Baltimore	Cheese and vegetables	230	13	4	Valparaiso	do
do	do	Minerva	Lambert	W. & T. Roach, & Co.	Beaufort, S. C.	General cargo	230	12	-	do	do
do	26th June	Britannia	Lorton	Thomas Stage	England	Oil	310	24	1	do	do
do	2d July	Duncan Forbes	A. Lovid	Alex. Forbes	Aberdeen	Wheat	134	8	-	Quilca	do
do	do	Antelope	Rennowsay	Dowsons	London	Produce of Mexico	157	10	6	Ct. of Mexico	do
do	do	Royal Sovereign	R. H. Dare	R. H. Dare	Margate	Sugar, rice, & indigo	100	8	2	Sansanta	Valparaiso
Huanchaco	27th July	Fipshire	Robinson	Robinson	London	Rice	144	12	2	Guyaquil	Huanchaco
do	28th July	Brig Fortuna	-	-	-	-	-	-	-	Callao	do
do	do	Camden	Porter	Harrison	Calcutta	Salt	131	12	-	Huasco	do
Callao	17th August	Liberty	N. Hurd	Jesse Hurd	Chatham, Ct.	Wine and dry goods	289	20	-	Hayre de Grace	do
do	do	Gov. Clinton	Bassett	N. L. & P. Griswold	New York	Flour and dry goods	383	20	-	Valparaiso	do

Where Boarded.	When Boarded.	Vessel's Name.	Master's Name.	Owner's Name.	Where built, or belonging.	Lading.	Number of			Where from.	Whither bound.
							Tons.	Men.	Guns.		
	1824.										
Callao	17th August	Brig Cadet	Woodbury	J. Hubbot	Boston	Wax	207	12	4	Valparaiso	Manilla
do	do	Ship Neptune	Land	Miff, Colhoun, & Co.	Philadelphia	Flour and rice	292	13	-	Huacho	Callao
do	23d August	Canada	John H.	B Messick	Baltimore	Rice and tobacco	216	14	2	Huacho	do
do	24th August	Lively	Hasting	Heath	London	guardiente	50	6	-	Pisco	do
do	do	America	Tibbet	S. Whitney	New York	Ballast	447	26	4	Huanchaco	do
do	5th Sept.	Tuscan	-	-	-	-	-	-	-	Samanca	do
do	21st Sept.	Livonia	Murphy	-	London	Dry goods	170	11	-	Huacho	do
do	24th Sept.	Wabash	John M. Cay	James Bosley	Baltimore	Sundries	312	11	2	Quilca	Canton
do	28th Sept.	Duncan Forbes	Al. Lovid	Alex. Forbes	Aberdeen	Wheat	134	7	-	Huacho	Callao
do	1st October	Chevy Chase	Murphy	Brothers & Bogg	London	-	53	6	-	Huacho	Pisco
do	do	Fame	Urguhart	-	Liverpool	General cargo	167	13	-	Liverpool	Callao
do	2d Oct.	North Point	W. Patten	Donnell & Son	Baltimore	Sundries	480	29	4	Baltimore	do
do	4th Oct.	Brig Antelope	Reynoldson	Dowson & Co.	London	Pisco	157	10	6	Pisco	To Leeward
do	6th Oct.	James Laurence	Ford	Henry Pratt	Philadelphia	Sundries	209	6	-	Pisco	
do	7th Oct.	Peruvian	W. Darling	W. Darling	Liverpool	Aguardiente	248	16	4	Pisco	
do	8th Oct.	Leopold	Hunter	Cochran	Leith	Dry goods	186	9	2	Valparaiso	Callao
do	12th Oct.	President	Whooten	A. Massey, & Co.	Philadelphia	Sundries	177	14	2	Valparaiso	do
do	15th Oct.	Dragon	Chiswell	Pat. Mullison	Liverpool	Pisco	167	6	-	Pisco	Huacho
do	18th Oct.	Erin	-	-	-	-	-	-	-	-	-
do	20th Oct.	Ship Lion	Green	-	Portsmouth	Sundries	337	10	-	Baltimore	Callao
Huanchico	25th Oct.	Henry	Davis	-	Portsmouth NH	-	300	11	-	Baltimore	do
do	do	Isabella	Lindsay	C. Silk	London	Salt	225	14	-	-	Valparaiso
Callao	29th Oct.	Brig Bolivar	Buchanan	Cochran & Son	Glasgow	Sundries	204	14	1	St. Lorenzo	St. Lorenzo
do	do	Sloop Success	A. Liman	Geo. Ross	London	Cocoa	28	4	-	Huacho	Pisco
do	do	Brig Erin	Mellaid	Wm. Brown	Liverpool	General cargo	188	12	-	Huacho	Callao
do	do	Rimack	Beckford	Alsop	New York	Cocoa	113	8	-	Huacho	do
do	do	Velocity	S. Brooks	H. Stanton	London	Sundries	151	10	-	Valparaiso	do
do	3d Nov.	El zabech	R. Snowdon	R. Snowdon	Liverpool	Flour	180	10	-	Pisco	do
do	do	Lavinia	J. Murphy	J. Murphy	Liverpool	Pisco	137	10	-	Valparaiso	do
do	9th Nov.	America	Eldridge	-	Philadelphia	Flour and provisions	296	14	2	Philadelphia	do
Ancon	15th Nov.	Bolivar	-	-	-	-	-	-	-	Pisco	Ancon
At sea	11th Dec.	Cora	-	-	-	-	-	-	-	Pisco	Ancon
Callao	14th Dec.	Nautilus	Cunan	Geo. Nash, & Co.	Salem	Provisions, &c.	252	14	3	Valparaiso	do
do	18th Dec.	Snipe	Haig	-	Calcutta	Copper	223	23	6	Cepiopo	Calcutta
do	19th Dec.	Enterprise	Clark	W. Bottomly	Lynn	Sundries	184	11	-	Ancon	Chorrillos
	1825.										
Chorrillos	1st Jan.	Olive Branch	Hutton	P. P. Ritchie	London	Provisions	204	-	-	-	do
do	11th Jan.	Livonia	Wilson	Rd. Hodge	Sunderland	Bread and fruit	216	12	-	Valparaiso	do

Where Boarded.	When Boarded.	Vessel's Name.	Master's Name.	Owner's Name.	Where built, or belonging.	Lading.	Number of			Where from.	Whither bound.
							Tons.	Men.	Guns.		
Chorrillos	1825. 15th Jan.	Brig Packet	S. Tyler	Brown & Leg	Providence	Sundries	205	7	4	Quilca	Chorrillos
do	do	Ship Jane	Gulager	Archer & Bispham	Philadelphia	Sundries	327	18	2	do	do
do	do	Br g Laura	Holman	John Derby	Salem	Flour and dry goods	200	12	2	do	do
do	do	Ship Panther	Austin	J. C. Ellison	Boston	Flour, &c.	450	29	14	Boston	Coast of Peru
Callao	17th Jan.	Portia	Silliman	Silliman	Charleston	Flour	272	14	-	Valparaiso	Callao
Chorrillos	21st Jan.	Dragon	Chiswell	G. Mollison	Liverpool	Pisco	176	10	-	Pisco	Chorrillos
do	23d Jan.	Rubicon	Patterson	-	New York	Provisions	143	11	2	do	Lima
do	12th Feb.	Leopold	Woodbury	Wm. Cochran	-	General cargo	196	13	2	Pisco	Chorrillos
do	14th Feb.	Tartar	Gerry	Bryant & Sturges	Boston	Ballast	400	9	6	Quilca	do
do	do	Sereno	Hodges	Fish & Bridges	Boston	Ballast	207	10	-	Guayaquil	do
do	18th Feb.	Elizabeth	Rios	Peru	Chorrillos	Soldiers	-	-	-	Pisco	do
do	do	Enterprise	Clark	Bottomly	Lynn	Soldiers	184	12	-	Pisco	do
do	19th Feb.	Clio	Jackson	-	Boston	Leather	-	-	-	Huacho	
do	15th Feb.	Minerva	Lombard	W. Rock, & Co.	New Bedford	Ballast	230	-	-	Huacho	
do	do	Heroine	Wm. Heath	Benj. Banks	Scituate, Mass.	-	337	14	4	Boston	Boston
do	do	Brig Carlo	Hall	N. B. Gram	New York	Flour	225	8	2	Philadelphia	Uncertain
do	do	Ship Portia	Silliman	Silliman	Charleston	Flour	272	15	1	Alexandria	Gibraltar
do	do	Brig Active	Neal	W. P. Richardson	Salem	-	211	12	2	Salem	Uncertain
do	do	Sereno	Hodges	Fish & Bridges	Boston	Ballast	207	11	-	Boston	do
do	do	Geo. Gardner	Davidson	Messick & Johnson	Baltimore	Assorted Cargo	344	16	2	Baltimore	do
do	do	Ship Alfred	Zuill	Peter Harmony	New York	do	232	16	-	New York	Unknown
do	do	Arethusa	Merrille	Thos. Sheaf	Portsmouth	do	319	15	1	Baltimore	Uncertain
do	do	Brig Colon	Ford	I. Thorndike	Boston	do	208	12	2	do	Arica
do	do	Nautilus	Curren	Nichols & Co.	Salem	Flour	268	10	3	do	Uncertain
do	do	Ship Wm. Penn	Smith	W. Patterson, & Co.	Baltimore	Flour	305	11	4	do	do
do	do	Jane	Galager	Archer & Bispham	Philadelphia	Sundries	327	18	2	Philadelphia	do
do	do	Gen. Brown	Copland	Eckford & Harmony	New York	Assorted	550	26	2	New York	do
do	do	Tartar	Gerry	Bryant & Sturges	Boston	Ballast	402	13	6	Canton	Canton
do	do	Brig Garnet	Lewis	Ross & Brintnall	Boston	Ballast	215	-	-	Boston	Uncertain
do	21st Feb.	Sch. Britannia	Brown	Weeks & Birch	Southampton	General cargo	106	8	4	Quilca	Chorrillos
do	24th Feb.	Gen. Carreño	J. Bap. Ferand	-	Panama	do	47	6	-	Panama	do
do	27th Feb.	Fipshire	Frero	Robinson	London	do	145	14	2	Huacho	do
do	do	Sarah & George	Gordon	E. Merril	Portland	do	156	11	-	Valparaiso	do
do	do	Brig Nero	Herning	Nicholson	Liverpool	Jerk beef, &c.	124	8	-	do	do
Valparaiso	26th March	Olive Branch	-	-	-	Salt	-	-	-	Huacho	Valparaiso
do	do	Columbia,	-	-	Liverpool	Dry goods	-	-	6	Liverpool	do
do	29th March	Pacific	Scott	Bacon & Richardson	Duxbury	-	127	11	-	Boston [Chiloe	do
do	do	Stranger	Sumner	Mc. Hogan	New York	Salt	239	11	3	Valdivia &	do

Where Boarded.	When Boarded.	Vessel's Name.	Master's Name.	Owner's Name.	Where built, or belonging.	Lading.	Number of			Where from.	Whither bound.
							Tons.	Men.	Guns.		
	1825										
Coquimbo	18th May	Ship Cadmus	N. O. Carey	Israel Thorndike	Boston	Oil, 1600 bbls.	319	26	7	Eimeo	Boston
do	9th May	Hydaspe	Paddock	Flenning	Stonington	Do 1650 bbls.	315	23	-	Wahoo	Stonington
do	12th May	Tarquin	Banker	D. Elkin	Nantucket	Do 1700 bbls.	310	19	-	Valparaiso	Edgarton
do	6th May	Rose	S. Cottle	J. Starbuck	do	Do 2100 bbls.	379	22	1	do	Nantucket
do	27th May	Brig Carlo	Hall	-	-	Flour	-	-	-	Chorrillos	-
Chorrillos	7th June	Ship Superior	Andrew	Brown & Jones	Providence	Sundries	375	20	4	Valparaiso	A market
do	do	Brig Catalina	Walters	Fanning	Peru	Rice, &c.	-	-	-	Lumbraco	do
do	8th June	Ship Caroline	Cheever	Jos. Roops	Salem	Flour	321	16	4	Arica	Chorrillos
do	9th June	Brig Charlotte	Gambier	-	-	-	-	-	-	Callao	-
do	11th June	Ellen	Simpson	D. Hollion	London	Wine	164	9	4	-	-
do	19th June	Britomart	White	S. J. & J. Somer	do	Ballast	243	14	2	Callao	do
do	17th June	Adventure	Smith	Warrel	Liverpool	Merchandise	163	10	-	Quilca	-
do	18th June	Naiad	McClunie	-	Philadelphia	Assorted cargo	259	13	4	Arica	do
do	23d June	Divan	Wm. Whatson	-	Liverpool	Cocoa	180	10	-	Guayaquil	do
do	24th June	Stranger	G. White	O'Brian	New York	General cargo	225	9	1	Valparaiso	do
do	do	Winefred	Wm. Burry	Esquabourn	Alexandria	Ballast	200	7	-	Guayaquil	do
do	28th June	Sch. Four Brothers	Anto. Frera	-	-	-	-	-	-	Pisco	-
do	29th June	Thalia	R. Hazzard	Hazzard	London	Spars, &c.	206	10	-	Arica	do
do	1st July	Basteracha	Murphy	-	-	-	45	10	-	Quilca	do
do	do	Brig Livonia	P. Goodlet	Patriots	London	Officers	137	6	-	Huacho	do
do	do	Gratitude	Ml. Ariato	D. Mills	Sunderland	Sundries	155	9	-	Labraque	do
do	2d July	Ladiago	Wm. Quick	Patriots	Guayaquil	General cargo	196	10	-	Guayaquil	do
do	do	Jane	Kain	do	-	Timber, &c.	-	-	-	Quilca	do
do	do	Antelope	Reynoldson	Dawson	South America	Indigo	157	9	6	-	Lima
do	4th July	Pelica	R. McClunie	Bishenter	Liverpool	Sundries	185	14	2	Liverpool	Chorrillos
do	do	San Pedro	Roberts	-	Valparaiso	-	-	10	-	Pisco	do
do	7th July	Potomac	Dexter	John H. Howland	New York	Provisions	200	9	2	Guanchaco	do
do	8th July	Lincoln	Thomas	Lincoln	Boston	Wine	210	10	-	St. Lorenzo	do
do	do	Sch. James Monroe	Forbes	Baltimore	-	Sundries	171	12	-	Valparaiso	do
do	do	Brig Sarah & Eliza	Plaskett	New York	-	Provisions	-	7	-	do	do
do	11th July	Ship Panther	Austin	Elery	New York	do	-	-	-	do	do
do	do	Brazilian	Hatch	Griswold	do	Sundries	240	7	-	Rio Janeiro	do
do	do	Midas	Hutchins	Messicks	Baltimore	do	265	2	-	Arica	do
do	14th July	Young Caledonia	McCanley	Robinson	Lima	Pisco	30	5	-	Pisco	do
do	15th July	Peruvian	Buckanam	Robins	do	do	-	-	-	do	do
do	do	Lovely Frances	Sullivan	-	London	Cocoa	120	9	-	Guayaquil	do
do	do	Herald	Brown	Nichols	Salem	Sundries	240	16	2	Arica	do
do	17th July	Brig Merope	Weiddy	Howland	New York	do	325	20	4	Guanchaco	do

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							Tons.	Men.	Guns.		
Chorrillos	1825 21st July	Brig Fatima	Christall	Ramsay	Philadelphia	Sundries	170	10	2	Guanchaco	Chorrillos
do	25th July	Sch. America	Eldridge	Evans	do	Rice	-	-	-	do	do
do	27th July	Sea Serpent	Marshall	Gomes	New York	Cocoa	-	10	2	Guayaquil	do
do	do	Clyde	Vesterham	do	Liverpool	Provisions	220	-	-	Valparaiso	do
do	28th July	Friendship	-	-	-	-	-	-	-	-	do
do	do	Nautilus	Curran	G. Nicholson	Salem	Ballast	-	-	-	San Lorenzo	do
do	30th July	Scotland	do	Findell	do	Sundries	252	13	2	Payta	do
do	do	Armada	do	Gibson	Scarborough	do	146	8	-	Quilca	do
do	do	Ship London	Edwards	Edwards & Stewart	New York	do	407	32	8	Arica	do
do	4th August	Brig Bolivar	Burton	-	Liverpool	do	200	15	2	St. Blas	do
do	do	Blucher	Neil	-	do	do	200	15	2	do	do
do	do	Junius	Carter	F. Bage	Greenock	Firewood	115	10	2	California	do
do	8th August	Earl Wellington	Potts	W. Pottes	London	Sundries	132	11	2	Valparaiso	do
do	9th August	Gen. Sucre	-	-	Peru	Pisco	141	8	-	Pisco	do
do	10th August	Sta. Teresa	-	Matled	Paita	Cocoa	90	11	-	Guayaquil	do
do	do	Ed. Francis	-	John Green	Guayaquil	-	100	6	-	Callao	do
do	13th August	Caledonian	Holman	Bagg	Liverpool	Sundries	355	23	14	Valparaiso	do
do	18th August	Sacrament	Manuel	Limbraco	-	do	100	9	-	-	do
do	21st August	Frederick	Penney	Nixon McCall	Connecticut	Ballast	140	10	-	Guayaquil	do
do	25th August	Rimac	Wm. Barney	Alsop	New York	Sundries	114	8	-	Guanchaco	do
do	29th August	Gov. Clinton	Hepburn	Griswold & Co.	do	do	350	17	2	New York	do
do	30th August	Dragon	Chiswell	Molison	Liverpool	do	176	9	-	Lambeaque	do
do	do	Eth. Ann.	-	-	-	-	-	-	-	Guanchaco	do
do	2d Sept.	Mary	Laird	Scott	St. Andrew's	Sundries	190	12	1	Glasgow	do
do	8th Sept.	Fortune	Cristall	Aguya	Lima	Ballast	177	11	2	Pisco	do
do	12th Sept.	Ship Portia	Tripp	Hathaway	Valparaiso	Wheat	160	11	-	Valparaiso	do
do	19th Sept.	Gamo	Mackey	Punster	do	Provisions	-	6	-	Arica	do
do	22d Sept.	Anglo Gardiner	Blanc	-	St. Marlo	Sundries	358	18	-	Quilca	do
do	do	Brig Garnet	Lewis	Brumhall & Ross	Boston	Chili produce	195	-	-	Valparaiso	do
do	26th Sept.	Sch. Conception	Baker	Fernando Amito	Valparaiso	Pisco	85	7	-	Pisco	do
do	27th Sept.	Britannia	Humphreys	-	St. Brieux	Linen	207	9	4	Arica	do
do	29th Sept.	Cora	Dott	John Bayarbo	Chorrillos	General cargo	197	10	-	do	do
do	3d October	Jane Corim	B. Junca	Ildondo & Ork	Bordeaux	Ballast	350	24	4	California	do
do	5th October	Brig Active	Neale	W. P. Richard	Salem	do	211	12	2	Guayaquil	do
do	7th October	Sch. Ariel	Dixon	Brookbind	Whitehaven	General cargo	114	10	2	Arica	do
do	10th October	Sea Serpent	Marshall	Fabian Gomes	Chili	Cocoa	100	9	2	Guayaquil	do
Callao	3d Nov.	Rio	Smith	Smith & Co.	-	Sugar, rice, &c.	250	10	4	Lambeaque	do
Chorrillos	10th Nov.	Maon	Smith	Smith	Antwerp	General cargo	200	11	2	Rio	do

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							Tons.	Mcn.	Guns.		
	1825										
Chorrillos	18th Nov.	North Point	Patten	J. Donnelson	Baltimore	General cargo	480	21	4	Arica	Chorrillos
do	20th do	Almado	Cross	Wm. Robinet	Guayaquil	Sundries	160	11	-	Guayaquil	do
do	24th do	Peru	Johnson	S. C. Philips	Salem	Flour, &c.	200	-	-	Valparaiso	do
do	1st Dec.	Pomona	Chas. Gaspar	Holands	London	Timber	57	6	-	Chiloe	do
do	3d do	Sarah George	Hordoy	Merrit	Portland	Cocoa	106	11	2	Guayaquil	do
do	do	Flor. del Mar	Rodriguez	do	Guayaquil	Wheat	-	-	-	Valparaiso	do
do	4th do	Tersiana	Jenning	Gomes	Lima	Pisco	-	-	-	Pisco	do
do	do	Rubicano	Obejo	Loro	do	do	257	15	-	do	do
do	6th do	Emerald	Salverson	Bunster	N. America	-	100	-	-	Valparaiso	do
do	do	Fermina	Baker	Beacha	Guayaquil	Sundries	220	10	-	Arica	do
do	7th do	Peruvian	Prunier	Brunner	London	Wheat	121	8	-	Valparaiso	do
do	do	Franco. Isabella	Usher	Whitehouse	do	Rice	28	4	-	Huanchaco	do
Salinas Bay	8th do	Success	Ross	Ross	do	Salt	75	-	-	Chorrillos	Coquimbo
do	11th do	Olive Branch	-	-	-	-	-	-	-	-	do
do	do	Diligent	Pettit	-	Antwerp	Salt	75	-	-	Huanchaco	Chorrillos
do	do	Thalia	Hazard	-	London	Salt	200	-	-	-	do
Huacho	12th do	Ship Peruvian	Mary	Christopher & Sons	North River	110 bbls. oil	331	22	-	Nantucket	Uncertain
do	do	Gelgond	Brock	G. Howland	Scituate	10 bbls. oil	333	22	-	New Bedford	New Japan
do	21st do	Elizabeth	Snow	Douglas	Baltimore	Sundries	300	11	4	Valparaiso	Chorrillos
do	23d do	Laura	Centre	Hollings	New York	do	234	13	4	do	do
do	27th do	Cherub	Casson	Clint	New Castle	Wheat	200	12	-	Talcahuana	do
do	28th do	Porter	Callan	Porter	-	Sundries	106	12	-	Arica	do
do	do	Ayachuco	Murphy	Begg	Lima	do	100	12	-	do	do
do	do	Peruvian	Salis	Pettretan & Sons	-	do	129	21	6	Quilca	do

now, eight sail of ships of war at Valparaiso, consisting of frigates, sloops of war, and schooners. The British have one line of battle ship, and several frigates and sloops of war, in all, six or eight sail, and neither England or France have as many merchant ships on the coast as we have : under all these circumstances, my present intention is to send the Peacock to the Sandwich Islands. Captain Jones is an excellent and humane man, and an intelligent officer ; and, I am sure, will do all that can be required of him.

In the event of his going, I shall furnish him with a copy of your letter, and call his particular attention to your wishes.

The Peacock is now at Valparaiso—by the time she returns, and the Dolphin joins me, some changes may take place, that will allow this ship to leave the coast without injury to the service.

General La Mar arrived last evening from Guayaquil, to take the command of Lima—he is said to be an excellent man, and much good is anticipated from his government. I had the pleasure of landing him and his family with my boats ; and, I have great pleasure in saying, that I am on the best terms, not only with the officers of Government here, but with the commanders of the foreign ships that are on this station—they invariably treat our officers with attention and great respect. As yet, not the slightest unpleasant occurrence has taken place, between our officers and those of other ships of war.”

Copy of a letter from Commodore Isaac Hull to the Secretary of the Navy, dated U. S. Frigate United States, Callao Bay, December 31st, 1825.

“ I have the honor to forward herewith, a copy of the boarding book of this ship, which will shew, in an imperfect manner, the number and description of vessels that have been boarded.

Soon after I arrived in this sea, I endeavored to get at, not only the number and description of vessels arriving at the different ports, but the amount of their cargoes, and every particular relating to them, agreeably to the form of the boarding book, but I found it impracticable ; for, the captains and supercargoes would not give the information required—indeed, many of them took offence, on being asked many of the questions by the boarding officer, and wanted to know what business I had to inquire about the cost of their cargoes ; and, it frequently happened, that they would not inform the officer what the cargo consisted of ; indeed, very few of them would give the information asked.

The list, however, imperfect as it is, will give you some idea of the extent of our commerce on this coast ; and, I have to regret, that it has not been in my power to furnish you with a more correct view of it.”

Copy of a letter from Commodore Isaac Hull, to the Secretary of the Navy, dated United States' frigate United States, Callao Bay, December 31st, 1825.

"I have had the honor to receive your two letters of 24th May last, relative to the state of affairs on this coast, and expressing a hope, that, from the changes that have taken place since I arrived in this sea, I should be enabled to leave the coast for the purpose of visiting the neighborhood of the Sandwich and Friendly Islands, and return by the way of the coast of California and Mexico.

I regret to state, that the changes, though great, that have taken place, are not such as, at the time you wrote, might have been supposed; as, in consequence of the holding out of the Castles of Callao, contrary to the expectations of every one, and directly contrary to the Articles of Capitulation, the situation of our commerce has not received all the benefit that we had reason to hope and believe it would, when we were first made acquainted with the surrender of the Spanish Army, and the articles of capitulation that followed, as it was confidently believed that the Castles of Callao would be given up, and that our ships would immediately have the benefit of the fine Bay of Callao, and the protection of the Castles, when in the possession of the Patriots, and that, within a very few months, there would be a settled and permanent Government in Peru.

In consequence, however, of the obstinacy of General Rodil, in holding the Castles of Callao, our ships have been driven from the Bay, and have been compelled to discharge their cargoes in an open roadstead at Chorrillos, for the last twelve months, where there is constantly a heavy swell setting in, which causes them to roll very heavy, and frequently for several days in succession boats cannot land without great danger; many boats have been stove by the violence of the surf, and many lives have been lost; and in many instances great damage has been done to the cargoes when landing, and in transporting the goods to Lima; nor have the changes in the affairs of the Government of Peru been such as was anticipated, indeed it can hardly be called a Government. General Bolivar has been called to the interior, and has been absent many months, and little has been done by those left in charge of the Government to establish a permanent and regular form for one: little has been done but to keep up a close siege and blockade of Callao, which has been done at an immense expense and has caused the Patriots to keep up a large force before Callao, and in the neighborhood of Lima.

The Congress is soon to meet at Lima, and General Le Mar arrived the day before yesterday to take the command, it is believed, civil and military, and it is believed much good will result from the changes that are about to take place.

Such has been the state of affairs for the last six months, I have considered it proper to remain at Chorrillos for the protection of our merchant ships, to give them such aid as they might require, in the event of the surrender of the Castles, which has been expected from day to day for the last ten or eleven months.

Should the situation of affairs in Peru and Chili remain as they now are, and have been for many months past, I shall deem it improper for this ship to leave the coast to visit the Islands as directed, and as I have, in part, anticipated your wishes by sending the Dolphin the precise route pointed out by you, my present intention is, to wait her return, as she may be expected in about six weeks or two months, and ascertain the result of her cruise, and immediately despatch the Peacock or this ship in furtherance of your orders of the 24th; much however will depend on the state of Peru and Chili; and the report of the Dolphin on her return, which vessel goes, this ship or the Peacock; and I most earnestly hope, that, in using my best judgment and discretion, I shall decide in a way that will meet your approbation."

Copy of a letter from Commodore Isaac Hull, to the Secretary of the Navy, dated United States' Frigate United States, Callao Bay, January 24th, 1826.

"I have the honor herewith to forward the Articles of Capitulation of the Castles of Callao, which have this moment been furnished to me by the politeness of Sir Murray Maxwell, commander of the Briton, now at anchor under the Castles.

My officers that landed at Callao, represent the town as being in a most deplorable state; many houses are entirely destroyed, and the Patriots are now burying the dead from their dwellings, where they have perished for want of food; some of them appear to have been dead many days.

The Peacock is now in sight, standing for this Bay, and I hope she will arrive in time for me to forward any letters or news, that Captain Jones may have from Valparaiso.

The merchant ships are all at Chorrillos, and will remain there until the town of Callao is in a state to open a communication with the shipping and Lima. I shall send the Peacock to Chorrillos, to give our ships such aid as they may require in coming to this Bay. They will all be down in three or four days."

Extract of a letter from Commodore Isaac Hull, to the Secretary of the Navy, dated United States' Frigate United States, Callao Bay, January 21st, 1826.

"As the war is now at an end on this side of Cape Horn, and as, in all probability, the Spanish Government will despair of ever getting a foot-hold, either in Chili or Peru again, I respectfully submit to you my opinion, as to the force that appears to me best calculated to give protection to our commerce on this coast, in a state of peace, or until regular Governments are established in Chili and Peru; for, until regular Governments are established, it appears to me absolutely neces-

sary that we should have a naval force in this sea, as, in all probability, the Governments of Chili and Peru will now lay up their ships of war and discharge their crews; and as there will be no employment for them, and as the service they have been employed in for years past has been such as to give them the worst habits, and the most of them, officers as well as men, totally devoid of principle, I have no doubt but they will resort to plunder and piracy for a living, unless a force is kept on the coast to prevent it. I should, therefore, recommend one or two large sloops, and one schooner on the coasts of Chili and Peru, and two schooners to the Northward; one of them stationed on the coast of Mexico, and the other still further North. These vessels to be kept constantly moving up and down the coast, by which means our commerce would be protected, and our merchants would have a constant and safe communication with the United States, by way of Panama, and the commanding officer on the station would receive intelligence from home, by that route, much sooner than by Cape Horn.

Our commerce is daily increasing on the whole coast, and particularly by the way of Panama to Guayaquil, and along the coast to the Northward; and heretofore, the state of this part of the trade has been such, and our force so limited, that a vessel could not be spared to give protection to our commerce on that coast, although frequent applications have been made by the merchants for a vessel to be sent there."

Extract of a letter from Commodore Isaac Hull, to the Secretary of the Navy, dated United States' Frigate United States, Coquimbo, March 28th, 1826.

"I am convinced that our commerce has been heretofore, and will be for many months, more exposed on the coast of Peru, than at Valparaiso, or on the coast of Chili. I remained at Valparaiso twenty-six days, which enabled me to accomplish the object of my visit there; and as there was no necessity for my remaining there longer, every thing as relates to our commerce being quiet where this ship would be of use. I sailed for this port on my way to Lima, intending to call in at all the intermediate ports between here and that place, where our merchant ships visit."

Extract of a letter from Commodore Isaac Hull, to the Secretary of the Navy, dated U. S. Frigate United States, Callao Bay, Peru, April 25th, 1826.

"I have the honor to report to you my return to this port, after an absence of nearly three months. I remained four weeks at Valparaiso, touched for a few days at the intermediate ports. (Coquimbo, Huasco, Arica and Quilca.) The three last mentioned places I never before

had it in my power to visit, they are each much frequented by our merchant vessels, and I was happy to find that our countrymen were there treated with respect.

I received every mark of civility from the authorities of the Government at each place, and having visited them in this ship, will I think have a favorable effect."

Extract of a letter from Commodore Isaac Hull, to the Secretary of the Navy, dated U. S. Frigate United States, Callao Bay, May 26th, 1826.

"As this vessel sails immediately, I have only a moment to inform you that the officers and crews of this ship and the Peacock are in good health, and that nothing of recent date has taken place to interrupt our commerce on this side of the Cape. We have now a large number of valuable ships on this coast, with valuable cargoes, and I am sorry to say they have come to a bad market, and must suffer great loss.

The Peacock is under orders to proceed in execution of that part of your instructions directing me to go with this ship, or despatch one of the vessels under my command, to the Sandwich and other Islands in the Pacific Ocean, for the protection of our commerce. Captain Jones is directed to run down the coast as far as Paita, for the purpose of laying in stock and other articles, for his crew, which are absolutely necessary and cannot be purchased here; from Paita he will proceed direct to the Marquesas, and remain there as long as, in his judgment, is necessary; and from the Marquesas he is directed to visit Otaheite and such other of the Society Islands as to him may appear necessary in furtherance of the object of his cruise: he is then to visit the Sandwich Islands, and after remaining there as long as may be necessary to accomplish the object of his visit, he is to use his discretion as to going to the coasts of California and Mexico. Should he arrive at the Sandwich Islands in time to visit the coasts of California and Mexico before the term of service of his crew shall have expired, and his ship in every other way in a condition to perform the cruise, he is ordered to do so: but, should there be any uneasiness among his crew on account of their times being out, or any other circumstance that, in his opinion, the good of the service requires it, he is to return to this port from the Sandwich Islands, touching in at the ports to the Northward on the coast of Peru, to give protection to our ships that are daily leaving here for ports to the Northward.

The Peacock has a healthy and fine crew, and no pains have been spared to fit her in the best possible manner for the cruise she is to perform."

Q.

COPIES AND EXTRACTS FROM THE CORRESPONDENCE OF CAPT. JESSE D. ELLIOTT.

Capt. J. D. Elliott to the Secretary of the Navy.

UNITED STATES' SHIP *CYANE*,

Rio de Janeiro, March 18, 1826.

" On the 15th inst. I had the honor to address you, and now to say that I am supplied with provisions and water; that in the morning I shall depart hence for the *La Plata*

By the same vessel which conveys this letter, the State Department will be apprised of the protest entered by both of our Representatives at the courts of Buenos Ayres and of Brazil, against the legality of the blockade proclaimed of the whole extent of the coast of Buenos Ayres, and of that of the Banda Oriental, by Admiral Lobo, of the navy of His Imperial Majesty the Emperor of Brazil.

Here I am called upon to adopt a course in relation to this proclamation entirely new and novel, but which, I hope, in the end, will prove satisfactory to the Government and the nation. The present force employed in the blockade is extended to nearly thirty vessels, and an additional one of three frigates is now preparing to relieve and to reinforce that already at the *La Plata*. A schooner has just entered this port from Monte Video, and brings the information, that, in order to enforce more fully the blockade, all vessels warned off are obliged to enter into bonds at Monte Video, to an amount equal to the value of both vessel and cargo, that they will not repeat the attempt to re-enter the river. It is here said the English vessels of war resist this measure, and that the English Consul at Monte Video has protested in toto against the blockade; but how far this is correct I am not prepared to say. I have had a full and a free intercourse with Mr. Raguét, as you will perceive by the correspondence enclosed. With the laws of nations before me, and with the constant and steady grounds taken and maintained by the various administrations of our Government in relation to this subject, I shall deport towards the squadron as becomes both the interests of the navy of the nation, and of its commerce."

Extract of a letter from Woodbridge Odlin, Esq. to J. D. Elliott, Esq. Commander of the United States' ship Cyane, dated St. Salvador, 4th March, 1826.

" The slave trade appears to be carried on with little interruption by the Brazilians, and a large portion of said negroes are, as I understand, taken in to the North of the line. I have never been able to ascertain that any citizens of the United States have, directly or indirectly, any interest whatever in said Slave Trade. I am well acquainted with the concerns of those Americans who live here, and do not believe they have any interest in said trade.

"The greater part of the vessels employed in said Slave Trade, at and from this port, are built in the United States, are regularly sold here, and the crews discharged; and, to the best of my knowledge, return to the United States. Some few, who frequently desert, I cannot tell where they proceed, as they do not often call on me. It is common for American vessels to take freight and proceed to Africa from this port, and commonly return in ballast. At present I do not think of any other information to make known: should I obtain any, I will with pleasure give you notice of it."

UNITED STATES' SHIP *CYANE*,
Rio de Janeiro, March 14, 1826.

SIR: The Government of the United States has assigned to me a cruise on the coast of Brazil, for the double purpose of giving protection to our commerce, as also to have intercourse with our public agents on shore. Destined farther South, the stay I shall make in port will be only sufficiently long to enable me to replenish my stock of provisions. Should you have any communications to make touching the two first points, I shall be glad to receive them. At the period of my departure from the United States, our Government was not then possessed of information as to the blockade of the Rio de la Plata, and perhaps it is important I should have information from you on four points: first, as to the legality of the blockade; second, as to the force, both naval and military, employed in carrying it into effect; third, whether designed to exclude from the river both the civil and military marine of each of the various nations; fourth, whether each point is presented with such force, by *both* sea and land, as will enforce its declaration.

With great respect, I have the honor to be,

Your obedient servant,

J. D. ELLIOTT.

To CONDY RAGUET, Esq.

In Charge of the Affairs of the U. S. at the Capital of Brazil.

LEGATION OF THE U. S. OF AMERICA,
Rio de Janeiro, March 18, 1826.

SIR: I had the honor to receive, on the day subsequent to its date, your communication of the 14th instant, and, in reply thereto, submit the following observations:

- The presence of one or more of the public ships of the United States on this coast, during the continuance of the war now existing between the Empire of Brazil and the Republic of the United Provinces of

the River Plate, cannot fail, for reasons well known to you, to be highly beneficial to the commerce of our citizens. Even long before the existence of hostilities, the want of such protection as could only be afforded by a naval force, was in some degree felt; but our Government, aware of the existence, in some parts of this country, of a disposition to oppose the present order of things, and desirous to avoid all imputations of intermeddling in the concerns of another State, very wisely and discreetly abstained from the employment of any portion of its Marine in this quarter. I need hardly state to you, that had our Government resolved to station on this coast even a single ship, during the time when an attempt was making to establish a Republic in the Northern Provinces, it would have been difficult to persuade a suspicious people that we were not instrumental in promoting revolutionary schemes. The President no doubt foresaw this, and it was the determination of our Government to act, in regard to the Brazilian question, with the same fairness and neutrality which have invariably marked our political conduct in regard to other States. A course has been pursued which cannot fail to entitle us to the character of a just and consistent nation. The independence and tranquillity of Brazil having, however, placed her on a footing with other established nations, all occasion for extreme delicacy, on our part, is at an end; and I cannot but hope that our Government will see the advantage of maintaining, in this sea, a respectable force upon a permanent establishment. The very presence of a public ship always commands respect for the nation to which she belongs, and that respect acts as a check upon aggressions which might otherwise be attempted. This, I have no doubt, will be fully proved by your visit to the River Plate; and should it happen that your active interference be not required, for the protection of American citizens and property, I am well persuaded that this will be the result of that passive influence which silently operates, and prevents the commission of outrages.

In relation to your inquiries respecting the blockade of the river Plate, I answer as follows:

On the 6th and 7th days of December last, notice was given by this Government to the diplomatic and consular agents here residing, that the ports of the United Provinces of the River of Plate would be blockaded. In consequence of this notice, I thought it proper to address a note to the Minister of Foreign Affairs, explanatory of the views entertained by the Government of the United States, as far as I was acquainted with them, in relation to the laws of blockade, with the object of avoiding, at the commencement, all misunderstanding to which a different construction might give rise. Of this note, which was dated on the 13th December, I take the liberty of handing you a copy; and I also enclose to you a copy of the answer received from the Minister, under date of the 22d of same month.

As to the legality of the blockade, in regard to its enforcement, we have, at this distance, no means of judging. You will, however, have observed, by the protest made on the 13th February, by Mr. Forbes, our Minister at Buenos Ayres, a copy of which I furnished you yes-

terday, against the blockade, as being altogether inefficient, that, in his opinion, it was clearly illegal *at that period*. Whether or no it has since been renewed by an adequate force, you can best ascertain on your arrival in the river. But I would respectfully call your attention to one point, which you will find asserted in my note to the Minister, and which I consider to be a very important one in the actual state of affairs—that “if any withdrawal of the blockading force should at any time take place, owing to the power of the besieged or his allies, or to the necessity of refitting or procuring supplies, or for the purpose of cruising or blockading other places, or from any other cause, (except storms, which drive it temporarily from its position, *but which it immediately resumes*,) the blockade was considered at an end; and a repetition of it could only be considered as a new blockade, and not as an uninterrupted continuation of the original one, which could affect the interest of neutrals who had entered the port in the mean while, when no blockading force was present to warn them off, or obstruct their entry.” From late advices, it does appear that the blockading force has been, once or twice, entirely withdrawn; and it is, therefore, very clear, that all seizures or detentions, on their leaving port, of neutral vessels which had entered when there was no blockade in existence, must be illegal. We have no positive information, but it is supposed that the Brazilian squadron in the river, at the time of the declaration of the blockade, consisted of about 45 sail, including gun-boats. As Buenos Ayres is not besieged by land, no military force is employed against it.

As to the question, whether the blockade is designed to exclude public ships, as well as merchant vessels, of neutral nations, I reply, that no communication has been made to me upon that subject, by this Government, and although I have heard it said, that the Minister of Foreign Affairs, in December last, stated in conversation with some of my colleagues in public employment, that it was the intention of this Government to prohibit the entry into Buenos Ayres of foreign ships of war, yet the recent fact of the British corvette *Chasseur*, having visited that port in the latter end of February, is conclusive as to the non existence, at this day, of any such design. Had any serious intention existed at any time on the part of the Brazilian Ministry, to attempt a measure so clearly at variance with the established laws of nations, official notice would undoubtedly have been given, and in that case, I should not have failed to resist the doctrine as wholly inadmissible by the United States, and at the same time to have given notice, that any attempt to impede the entry into a blockaded port, of an American ship of war, would be resisted by force.

The foregoing remarks appear to me to be such as are called for by your letter, and are respectfully submitted to your better judgment, I will merely add, that the proclamation of Admiral Lobo, announcing the blockade, was dated on the 20th December, but it did not reach Buenos Ayres until the 31st. The declaration of war issued here, was dated on the 10th of same month, but not made public until

the 16th. No advices either of the blockade or war, left this for the United States until the 26th December.

Wishing you a pleasant and expeditious passage, and begging you to write to me whenever convenience and opportunity combine, I remain, with much esteem and respect, your friend and servant,

CONDY RAGUET.

J. D. ELLIOTT, Esq.

Commanding United States ship Cyane.

Mr. Raguet to the Minister of Foreign Affairs.

[BLOCKADE QUESTION.]

The undersigned, Chargé d'Affaires of the United States of America, presents his compliments to the Viscount of St. Amaro, Counselor, Minister, and Secretary of State for Foreign Affairs, and acknowledges the receipt, on the days of their respective dates, of His Excellency's communications of 6th and 7th instant, the first announcing that "His Majesty, the Emperor, had ordered to be fitted out a naval force, with the object of placing in effective blockade all the ports belonging to the Government of the United Provinces of the River of Plate," and the second, giving notice "that the said Ports were to be blockaded by order of His Majesty the Emperor, by the forces already there stationed, reinforced by those which have just departed."

As this measure of war cannot fail deeply to affect the interests of neutral nations, the merchants of which, with their own ships and capitals, carry on almost exclusively the foreign trade with Buenos Ayres, and the other ports intended to be blockaded, and as the general terms of the notification involve a question of infinite importance to the interests of the United States, and all the other Powers of America, as well as the secondary States of Europe, the undersigned, as representing one of the nations most interested, conceives it to be his duty to bring to the view of His Majesty's Government, some observations upon the principles of blockade, as maintained by the United States, in their construction of national law, in the hopes that they may be found to be in accordance with those professed by his Majesty's Government, and that thus all liability to any misunderstanding which might possibly arise from the misapplication of those principles, may be removed at the outset. The necessity of making this representation is rendered the more imperious on the undersigned, by the occurrence of a case, wherein a valuable American ship, seized by one of the commanders of His Majesty's naval service, for an alleged breach of the blockade of Pernambuco, in September, 1824, remains to this day, *after a lapse of near fifteen months*, not only without a decision in the first instance, but even without an early prospect of one. As this matter, however, will form the subject of a separate communication, no further remarks in relation to it will here be made.

It cannot but be known to his Excellency, that the doctrine of blockades, as maintained in the *practice* of modern times, by some of the European Powers, has been entirely subversive of the principles respected by the majority of nations, and which have been held to be settled by the most distinguished writers on public law, and even by those very Powers themselves in theory. The right of a belligerent to distress his enemy by the institution of sieges and blockades, cannot be questioned; but the extent to which he may lawfully prejudice the interests of neutrals, is a matter which it is not competent for the belligerent alone to decide. Neutrals, as well as belligerents, have their rights, and if the former have acceded to the rule, that trade in articles contraband of war may not be carried on with the country of a belligerent, this acquiescence is to be viewed as the result of that respect for the laws of humanity, which desires to see a speedy termination to the disasters of war, wherever they have unhappily been displayed. To this same respect for the laws of humanity, is to be ascribed that further concession in favor of belligerents, by which neutral nations agree not to convey provisions or other supplies, to ports or places actually besieged or blockaded, and upon no other principle can the abatement, by neutral nations, of their innocent commerce with States with which they are in amity, be contended for.

Neutral nations, however, in thus giving up for the common good, a portion of their natural rights, by no means intended, that an assailing belligerent should be invested with an *artificial* power to distress his antagonist, or with any advantages not due to the positive force of his arms. It was for this reason, that the maxim was settled, that no port could be considered as in a state of blockade, unless so guarded, as that "no vessel could enter without evident danger, on account of vessels of war, so stationed there, as to form an effectual blockade." From this principle it followed, that, if any withdrawal of the blockading force should at any time take place, owing to the power of the besieged or his allies, or to the necessity of refitting, or procuring supplies, or for the purpose of cruising, or blockading other places, or from any other cause, (except storms, which drive it temporarily from its position, *but which it immediately resumes*,) the blockade was considered at an end, and a repetition of it could only be considered as a new blockade, and not as an interrupted continuation of the original one, which could affect the interests of neutrals who had entered the port in the meanwhile, when no blockading force was present to warn them off, or obstruct their entry. In accordance with this equitable construction of the laws of blockade, as defined above, by the armed neutrality of 1780. the Government of Great Britain, the most powerful maritime nation of the world, in a convention with the Empire of Russia, formed, in the year 1801. stipulated "that, in order to determine what characterizes a blockaded port, that denomination is only given to a port where there is, by the disposition of the Power that attacks it, with ships stationary, or sufficiently near, an evident danger in entering." It is needless to say, that the other

Powers of Europe, as well as the United States, at that time the only independent American Power, never having disputed the principle it could be otherwise regarded, than as the established law of nations at the commencement of the present century, and it is equally clear, that it must be so considered at this day, notwithstanding the violations that have been practised by States which acknowledged its correctness.

The principle then being indisputable that the existence on the spot, of the means adequate to the end, was necessary for the institution of a blockade, the next question that presented itself was, how were neutrals to be notified of the fact. That all aggressions upon an innocent and friendly stranger, were contrary to the laws of humanity and justice, was too palpable to be denied, and the very proper practice was soon introduced of warning neutrals about to enter a blockaded port of the existence of a blockade; and, without this warning by the blockading force, they could not be considered as liable to capture and confiscation. This just and equitable rule, not at all shaken by the refinements of modern sophistry, or the outrages of modern injustice, was grounded upon a fair demarcation of the limits between the rights of neutrals and the rights of belligerents, and is supported by the following reasoning:

The right to prevent the entry of neutrals into the blockaded port of a Power, with which they are in amity, is, as above declared, the result of a concession in favor of the belligerent; but a concession only made for such length of time as the blockading party actually maintains the blockade. To prevent the entry of a neutral, even for a moment after the raising of the blockade, would be a manifest infringement of his rights; and, if the doctrine were admitted, that a notice published in a distant country of a blockade, which might by possibility be raised long before any vessel could reach the designated port, was the only one requisite, the consequences would be highly injurious to the interests of a distant nation, whose merchants would be deprived of the advantages, enjoyed by those near at hand, of furnishing supplies to the party which had been, by the recurrence of peace or other causes, relieved from the distresses of a siege. In countries which are proximate to each other, as Great Britain, France, Holland, &c. where the intercourse requires but the lapse of a few hours or days, the institution or withdrawal of a blockade may be known in so short a period of time, as to render the importance of the principle here advocated less manifest than it is to nations which are relatively more distant, such as those that are separated by the Atlantic Ocean, and especially those that are located in different hemispheres. To meet this argument by contending that a vessel is bound to call for information at a neighboring port, would be only substituting one measure of injustice for another. Leaving out of the question the impracticability in many cases, especially those wherein whole coasts are blockaded, of complying with such a demand, no belligerent has a right to compel a neutral vessel to perform a circuitous route to the port of her destination: nor has he the right to impose upon her the necessity of incurring the expense of port and other charges, in his own ports or those

of any other nation. So satisfied with the correctness of this principle was the Government of Great Britain, that, in the year 1804, in consequence of a remonstrance made by the American Government against a declaration of a general blockade of "the Islands of Martinique and Guadeloupe," proclaimed by the British Naval Commander, orders were issued to him "not to consider any blockade of those Islands existing, unless in respect to particular ports, which may be actually invested, and then not to capture vessels bound to such ports, *unless they shall previously have been warned not to enter there.*"

The United States, maintaining these same principles, have always denied the doctrine of general and diplomatic notifications of blockades as binding upon their citizens. Whenever they are made, however, they regard them as friendly offices on the part of the Government from which they proceed, because it gives their merchants an opportunity of taking into the calculations of their voyages the contingency of a *continued effective* blockade of the ports designated, and affords them occasion for advancing their own particular views upon that branch of the public code, which has been so frequently violated by some of the principal Powers of Europe. In the year 1816, the Government of the United States having been notified, by the Spanish Minister at Washington, of a declaration of the blockade of the "ports of the Vice Royalty of Santa Fe," lost no time in protesting against the general terms of the same, and its representative at Madrid was instructed to advise the Government of Spain, that "a blockade, to be acknowledged by the United States as valid, must be confined to particular ports, each having a force *stationed* before it, sufficient to intercept the entry of vessels, and no vessel shall be seized even in attempting to enter a port so blockaded, till she has been previously warned away from that port." It was also notified that indemnity would be claimed for all captures of American vessels not made in accordance with this rule.

It is manifestly not the interest of the new independent American States, to adopt in their practice the broadest possible construction of the laws of blockade: for the time may come, when, being at war with the powerful maritime nations of Europe, they may find it all important to be able to shew, that, like the United States, they have always adhered to these maxims, which have been received and acknowledged as settled principles of national law, and have always been ready to observe those rules, which, consistently with self-protection, have operated least injuriously to neutral and friendly nations.

It is for this reason that the undersigned begs leave to invite the attention of his Excellency to the following considerations connected with the important question referred to.

The submission of neutrals to the laws of blockade, as above established, is a concession granted to the besieger, and can only be construed to extend so far as shall promote his benefit. Any act, therefore, which can be shewn to inflict a positive injury upon a neutral, without conferring a benefit on the besieger in the furtherance of his plans, must be inadmissible upon the common principles of national justice. Thus,

if a neutral's vessels and property are within a port at the time of the institution of a blockade, it would be manifestly unjust to prohibit their departure. In as much as by so doing extensive evils would be brought upon the citizens of friendly nations in their pursuit of a lawful commerce. It is, indeed, difficult to imagine what justifiable motive could influence a besieger to prevent a neutral from withdrawing from the besieged place his ship and property; for, by such act, the means of escape and of defence, as well as the means of prolonging the contest, would be at the same time withdrawn from the enemy.

With respect to the right of neutral ships to depart, there seems to be no difference of opinion among nations, but the same does not happen in regard to their *cargoes*. In the year 1813, while Great Britain was at war with the United States, some of the European Powers remonstrated against the unjustifiable pretensions of her system of blockade, which embraced a chief part of the coast of the United States: and, in an answer given to the Minister of Sweden, it was contended that although neutral *vessels* which had entered the American ports, without a knowledge of the blockade, might, in conformity with the established rule, be allowed to depart; yet that this permission could not be extended to their *cargoes*. Special motives in this particular case, on the part of Great Britain, might amply account for a measure which she might not perhaps willingly have approved, if adopted by any other Power; and it is not to be wondered at, that a nation, which already monopolized so great a share of the commerce of the world, should have pursued a system calculated to exclude from competition the capitals of other States.

It, therefore, it can be made to appear, to the satisfaction of his Majesty's Government, that the citizens of nations, with which his Majesty is in amity, are the proprietors of a large amount of property already in the ports of the United Provinces of the River Plate, or which may enter them before the institution of the blockades, the undersigned would, respectfully, submit to the consideration of his Majesty's Government, whether it would not be advisable to furnish the officers who are to direct the same, (in case the measure has not been already adopted,) with explicit instructions on the subject, in order that by no misconception of Powers may neutrals be exposed to the privation of their property, either by detention in port, or by seizure after leaving it.

The undersigned trusts that in this communication his Excellency will perceive an additional evidence of the desire by which he is actuated, of endeavoring to perpetuate the harmony and good understanding which so happily subsists between their respective nations; and which will be more and more strengthened in proportion as they mutually embrace the same principles of justice, and of respect for each others' rights.

The undersigned, on this occasion, renews to his Excellency the Viscount of St. Amaro, the assurance of his great respect and esteem, and of the high consideration with which he has the honor to subscribe himself, his Excellency's most obedient and humble servant,

RIO JANEIRO, December 13, 1825.

CONDY RAGUET.

[TRANSLATION.]

The undersigned, Counsellor, Minister and Secretary of State for Foreign Affairs, acknowledges the receipt of the note directed to him by Mr. Condy Raguet, Chargé des Affaires of the United States of America, and has to inform him, that the Government of his Imperial Majesty, penetrated with the sentiments of justice and impartiality expressed in his note, which accords with the liberal policy practised by this Government, who never desire to adopt measures, by which the subjects of other nations should suffer inconveniences, which they would be unwilling their own should suffer in similar cases; has ordered the undersigned, in answer to your said note, to assure you, that, in the orders despatched to the commandant of the squadron blockading the ports of the United Provinces of the River of Plate, are expressly considered the vessels of neutral and friendly Powers which might have been there prior to the blockade, and determined that the said Commandant should declare, by proclamation, [manifesto] that all the above mentioned vessels might freely depart with their cargoes within the term of fourteen days: and, that the departure of vessels without cargoes, (in ballast) should not be impeded at any time.

By those orders, the Government have endeavored to prevent the occurrence of just motives of dispute or controversy, between the said Government and that of neutral nations, in consequence of the actual war, and of the said blockade; and, the undersigned flatters himself, that Mr. Condy Raguet will perceive in this answer, the justice and frankness of the proceedings of this Government.

The undersigned has by these motives, another occasion of expressing to Mr. Condy Raguet the sentiments of friendship and esteem which he renews.

VISCONDE DE S. ANDRE.

PALACE OF RIO JANEIRO, 23d of December, 1825.

The following important Documents have been submitted to us for publication, from the Department of Foreign Relations.

LEGATION OF THE U. S. OF AMERICA,

Buenos Ayres, Feb. 13th, 1826.

The undersigned, Chargé des Affaires of the United States of America, having communications of high international interest to make to Admiral Lobo, commanding the Brazilian blockading squadron, most respectfully begs his Excellency General de la Cruz, Minister of Foreign Relations, to grant him a flag of truce according to the usages of war, to guaranty the safety of such an intercourse.

In order to manifest to this Government that sincere confidence which ought to exist between sister Republics, the undersigned has the honor to communicate a copy of the note, which he wishes to

transmit to the Brazilian Admiral. This note has for its object, an humble effort to vindicate neutral rights, in the principles and rules which ought to be observed in cases of blockade; and, it is to be hoped that this attempt will not be misconstrued into any, the slightest deviation from the straight line of most scrupulous and delicate neutrality between the belligerent parties, which it is the policy of the United States to observe, under present circumstances.

The undersigned prays his Excellency General de la Cruz, Minister of Foreign Relations, to accept the assurances of his highest consideration and respect.

JOHN M. FORBES.

To his Excellency General DON FRANCISCO DE LA CRUZ, Minister of Foreign Relations, &c. &c. &c.

LEGATION OF THE U. S. OF AMERICA,

Buenos Ayres, Feb. 13, 1826.

In the official note which the undersigned, Chargé d'Affaires of the United States of America had the honor to address to His Excellency Admiral Lobo, Commander of the Imperial Brazilian squadron blockading the coasts and ports of Buenos Ayres, under date of 1st of January last, it was reserved by the undersigned, to present on a future occasion, the views and principles professed and put forth by the Government of the United States on the law of blockade. In conformity to that reservation, the undersigned now takes the liberty to present to the consideration of His Excellency Admiral Lobo, and, if deemed worthy of transmission, to that of His Imperial Majesty's Ministry, the following observations.

If the subject of blockade, so simple in its original application, now involves the most complicated questions of maritime law among nations, it is to be ascribed to abuses of power on one side, to too much condescension on the other, and to the multitude of incidental cases which have arisen as precedents, establishing arbitrary and ephemeral doctrines, since the breaking down of the original bounds and land marks of mutual and universal rights.

Although the commerce of the United States has been, to a greater extent than any other, the victim of those gigantic abuses of power, it has never suffered without just complaints, in individual cases, and constant and strong remonstrances on the part of the Government of said States, against the principle and practice of every thing like an imaginary blockade, the Hydra of lawless oppression.

Thus, it has ever been maintained by the United States, that a proclamation, or ideal blockade of an extensive coast, not supported by the actual presence of a naval power competent to enforce its simultaneous, constant and effective operation on every point of such coast, is illegal throughout its whole extent, even for the ports which may

be in actual blockade. otherwise, every capture under a notified blockade would be legal ; because, the capture itself would be proof of the blockading force. This is, in general terms, one of the fundamental rules of the law of blockade, as professed and practised by the Government of the United States. And, if this principle is to derive strength from the enormity of consequences resulting from a contrary practice, it could not be better sustained, than by the terms of the original declaration of the existing Brazilian blockade, combined with its subsequent practical application.

The manifesto of His Ex. Admiral Lobo, dated 21st December last, declares that "all the ports and coasts of the Republic of Buenos Ayres, and all those on the Oriental side, (of La Plata,) which may be occupied by the troops of Buenos Ayres, are, from that date, subject to the most rigorous blockade." This declaration of blockade embraces an extent of maritime coast of more than twenty degrees of latitude ; on which vast coast it is not pretended that His Imperial Majesty maintains any force beyond a single corvette, the "Maria da Gloria." If, therefore, there can exist any thing like an imaginary blockade, this is, most unequivocally, one of that description ; and, as such, in conformity with the principles before laid down, it calls for the resistance of the Government of the United States. If we turn our attention to the manner in which the blockade has been enforced in the immediate waters of Buenos Ayres, abundant matter of criticism presents itself. Since the establishment of the blockade, six foreign vessels, according to the annexed list, have entered the inner roads of Buenos Ayres, and three have gone into the port of Ensenada. Among the former, one was carried into Monte Video, detained nearly a week, and then suffered to take a new destination, without any endorsement of the notice of blockade on the principal papers of the vessel, as is practised in similar cases by other maritime nations.— Another, the Hamburg ship "Daplne," passed within gun shot of the Brazilian squadron, and, under the protection of a very inferior force, proceeded up to the anchorage in the inner roads. By these examples, occurring in a fine season of the year, there being no violent stormy weather to justify such a failure to enforce the blockade, it seems to be conclusively proved, either that the Brazilian squadron cannot, or that it will not, enforce it. And thus, this high and important belligerent measure, which ought to be rigorously, constantly, and uniformly put into execution, has dwindled into a feeble and inefficient effort, depending on casualty, caprice, or convenience.

On a full view and mature consideration of all these circumstances, the undersigned feels it his indispensable duty to remonstrate and protest, and he thus remonstrates and protests against the blockade of the ports and coasts of the Republic of Buenos Ayres, as lately declared by His Ex. Admiral Lobo, Commander in Chief of His Imperial Brazilian Majesty's forces ; the said blockade being, in its general character, as well as in its practical application, stamped with inefficiency ; supported by a naval power wholly incompetent to enforce it in its whole extent, and consequently illegal ; prostrating neutral rights,

and wholly inadmissible on the part of the Government of the United States.

Having thus remonstrated and protested against the said blockade, the undersigned reserves to the Government of the United States the right of continuing, as may be deemed expedient, the further discussion of national and individual interests, involved in this very important subject.

The undersigned takes this occasion to renew to His Excellency Admiral Lobo, the assurances of his highest consideration and respect.

JOHN M. FORBES.

Lo His Excellency DON RODRIGO JOSE FERREIRA LOBO, Vice Admiral of the squadron of His Majesty the Emperor of Brazil, &c. on board the corvette "Liberal."

LIST of Vessels arrived at the ports of Buenos Ayres and Ensenada, after the declaration of the blockade to which the adjoined communication relates.

AT BUENOS AYRES.

1825.	Dec. 23,	English brig Brothers.
	26,	American brig Mohawk.
	31,	English brig Mary Ann.
		American brig Ant.
1826.	Jan. 10,	American schooner Grace Anne.
	Feb. 8,	Hamburg ship Daphne.

AT ENSENADA.

1826.	Jan. 25,	American brig Caroline Augusta.
	29,	English brig Harmony.
	Feb. 9,	English brig Intrepid Packet.

UNITED STATES' SHIP CYANE.

Rio de Janeiro, April 21st, 1826.

SIR: Herewith I have the honor to enclose you copies of letters, et cetera, which I have felt myself called upon to conduct with His Excellency Don Rodrigo Jose Ferreira Lobo, commanding His Imperial Majesty the Emperor of Brazil's Naval Forces employed in enforcing a blockade of the ports in and about the Rio de la Plata; this has eventuated in the withdrawal, on the part of His Excellency, of the previously proclaimed blockade of all that section of coast without the immediate confines of the La Plata: this, in the absence of force, and with a threat of the use of the little I had, was the best I could obtain. You will perceive I have not admitted the legality of the blockade to the extent it at present exists. Other particulars, in connection with

abuses committed on our trading vessels previous to my arrival at the La Plata, are also submitted to your inspection and use.

With great respect, I have the honor to be, your obedient servant,
J. D. ELLIOTT.

To CONDY RAGUET, Esq.

*In charge of the Affairs of the U. States.
at Rio de Janeiro.*

UNITED STATES' SHIP CYANE,

Off Monte Video, May 5th, 1826.

SIR: On the 18th March I had the honor to apprise you of my departure from Rio Janeiro, and I have now to say, that, on the 1st April, I arrived near Monte Video; after a detention there of two days by head winds, on the evening of the second I got under weigh for Buenos Ayres; and, on the following morning, I discovered a squadron of nearly thirty vessels at anchor off Cape Antonio, a part of which soon got under weigh and stood for the Cyane; I immediately altered my course for the purpose of nearing them, when, at the moment stated in the Log-book, (an extract of which is herewith enclosed, marked A,) I was spoken by a frigate having a corvette and three brigs in company, was ordered to send my boat on board, which demand was *peremptorily refused*, but at the same time remarked that a boat would be received, and which was soon after sent alongside; on ascertaining the name of the ship, I was informed that the port of Buenos Ayres was in blockade, and that I could not be permitted to proceed: to which I replied, that, even if I were to admit their right to proclaim a blockade of an extent of coast against a civil marine, that both English and French vessels of war were in the habit of proceeding, since the proclamation of it, almost daily to and from Monte Video and Buenos Ayres, as instanced both in the British and French Corvettes Chasseur and Fawn; that I would allow him thirty minutes to deliberate on his future action, and, at the expiration of that time, I should proceed, prepared to resist all consequences; that the flag I wore carried under it the sovereignty of the soil it represented; that violated, the soil became invaded, and I should defend the ship to the last moment; that I had a communication for Admiral Lobo, which he asked for, and which I declined presenting, until he should have returned from the frigate and discovered to me his true character. At the expiration of the time named, I hailed, and asked if he desired any further intercourse: to which he replied that he would be glad to receive the letter for Admiral Lobo, when I remarked that it would be received, by sending his boat alongside, which he soon did, with a polite message, in the offer of any thing he had on board for myself or the ship, and wished me a pleasant passage. On presenting the enclosed, marked B, I replied that I should return in a few days, and desired him to say so to the Admiral; that, individually, as well as the ship, we were abundantly supplied, and wished

nothing hereafter but a free, a liberal, and polite intercourse. I immediately made sail, passed round his bow, and down the line, under all the canvass of the ship. On the 5th April I reached the outer roads of Buenos Ayres, despatched an officer on shore with the accompanying communication marked C, together with a message to Admiral Brown of their Navy, exchanged salutes with the military authority, as also with the Admiral, and, on the morning following, paid my respects to the President of Buenos Ayres, and to the other Government authorities, which were kindly received and returned.

Here I discovered many Americans in distress, received such of them on board as wished to come *guests* to myself and officers; and, on the 18th, I got under weigh, and proceeded for the squadron of Admiral Lobo, whom I met on the 20th, exchanged honors with him, and received the accompanying communication marked D. On the following evening I arrived at Monte Video, and exchanged salutes with the authority on shore. After obtaining a true translation of Admiral Lobo's letter of the 6th, (a copy of which is enclosed, marked E,) I replied to it by communication marked F.

Observing, previous to my departure from Buenos Ayres, in a New York paper brought by a brig which had eluded the blockading force, that Lieut. Cooper, in the *Porpoise*, had departed that port for the coast of Brazil, presuming he had instructions for me, *definitely*, on the subject of the blockade, I deferred acting, as previously intended, until I could receive them: I therefore left the subject open, taking with me to Rio de Janeiro, in the absence of force, the best *conditions* and *terms* I could obtain, produced by a friendly call I made Admiral Lobo, (who had just arrived from his anchorage with his squadron, several of them dismasted in a gale, which was severe, and lasted forty-eight hours,) stating to him that the object of my visit was entirely intended to exchange our ideas on the subject of the blockade, and the effects to be produced on our commerce. He remarked it was not a measure of his, but of his Imperial Majesty the Emperor of Brazil; that he agreed with me as to the illegality of the measure, and at my suggestion would so far alter his previous proclamation as to confine it to the Rio de la Plata, leaving open all outside; and that no vessel should be captured, on first presenting, in the river. When warned off, she had a right to enter any port outside. This condition was preceded by a remark from me, that I should take all the American vessels at Monte Video in conyoy, and protect them to any port where the conditions we required (to constitute a regular blockade) were not complied with. On the 25th and 27th April, I addressed him two notes, enclosed, and marked G and H. On the night of the 27th, Admiral Brown appeared, and with his squadron attacked that of Admiral Lobo, leaving me, as you may readily suppose, a little inconvenienced. I appeared one of them, and when his shot began to affect us, I got under weigh and separated about two miles from the combatants. After a most severe and desperate attack on the weathermost ship, a frigate of 60 guns, called the *Emperatrice*, the remainder of the squadron got under weigh, stood off, leaving the squadron of Brown in close combat, who soon after withdrew, steering after

the fleet of Admiral Lobo. We therefore have no information of him. The odds as to ships and guns are several hundred per cent. in favor of the Brazilians; yet the undaunted spirit of Brown and his followers, seem to make up the deficit. Under the impression that Admiral Lobo would be absent some time, I concluded to await, a few days, his return, in order to receive his written note. On the morning of the 4th instant he arrived, and I was presented with the enclosed marked I. I replied by the enclosed, marked K, and received for answer the enclosed, marked L. This opens to us an extent of coast 900 miles, which has been heretofore considered in rigorous blockade.

The accompanying communication, marked M, is a copy of my note to the United States' Consul at Montevideo, and his reply.

The English and French forces restlessly acquiesce in the blockade with evidently disturbed feelings; they have millions at stake where we have only pounds. The Brazilians have a force of 250 pieces of cannon, which is quite enough to carry into complete effect the blockade, but its energies are so badly directed that it is evaded almost daily by merchant vessels of all the various nations; and in order to extend the same terms, that were, in the first instance offered to vessels found at Buenos Ayres on the proclamation of the blockade, by Captain Christyvalier, of the French national brig *Alacrity*, who arrived at Buenos Ayres on the 9th April, in a passage of two days from Montevideo, we are informed that Admiral Lobo would permit the French ship *Olindo*, which had passed unseen by his squadron, to take in a cargo, with free permission to depart the port. I presume he will extend the same to all nations, thereby directly encouraging a violation of his own blockade. Whilst Admiral Lobo remains in one position off the *Ortis*, Admiral Brown, with a temporarily fitted force, occupies the whole river of *La Plata*, and, under the guns of Montevideo and *Colonia*, captures and runs on shore, burns and drives out and into port, both the naval and merchant vessels of his enemy. Whilst he is moving with great energy, his Government seem to remain most completely inactive, waiting, as I am informed, the mediation of England, to close the difference with the Emperor of Brazil. There are many diplomatic points in connection with both nations, on which I could enlarge, but I refrain, as I presume our accredited agents keep the Government constantly advised of them.

It may perhaps be proper to explain to you my motive in attempting the passage of the *Rio de la Plata*. I will briefly remark that as I had visited the Capital of his Imperial Majesty the Emperor of Brazil, that, in justice to his enemy, I felt myself most imperiously called upon, under our strict neutral character, to shew the *Cyane* before Buenos Ayres, which, with some risk to her, I was enabled to do.

This evening I shall depart hence for *Rio de Janeiro*.

With great respect, I have the honor to be, your obed't serv't.

J. D. ELLIOTT.

To the HON. SAMUEL L. SOUTHARD,
Secretary of the Navy, Washington City.

POSTSCRIPT.—N and O are communications to Joshua Bond and John M. Forbes, Esqs.

A.

Extract from the Log Book of the United States' Ship Cyane, April 5, 1826.

“ At 8 A M. moderate pleasant weather ; at 9 discovered the vessels at anchor ahead, to be the Brazilian blockading squadron, about ten miles E. S. E. of the S. E. end of the Ortiz bank ; at 9 30, observed five vessels of war, under weigh, standing towards us ; at 10 made them to be one frigate, one corvette, and three brigs, prepared for battle and shewed our colors ; at 11 shortened sail to the topsails, and hauled up for the Brazilian squadron under weigh ; at 11 30, the frigate was on the lee beam at about 150 yards distance, two brigs on the lee bow, the other a little on the weather quarter, and the corvette astern and to leeward ; at 11 40, hailed the frigate and asked her name ; answered, His Imperial Majesty's frigate Maria de Gloria. The name of our ship was then asked and given, succeeded by a demand that a boat should be sent. This demand was peremptorily refused by Captain Elliott, adding that a boat should never be sent from his ship, although one would be received ; observed the guns of the frigate trained and tompons out ; kept the larboard guns on the main-deck manned for the frigate and her consorts on the lee bow, and manned the starboard quarter-deck guns for the brig on the weather quarter ; observed the brig on the weather shortly after drop astern ; at 11 45, received a boat from the frigate and brig with two officers, who were introduced to Capt. Elliott in his cabin, by whom he was informed that the port of Buenos Ayres was blockaded, and he could not be permitted to proceed. To which he replied that, if even he were to admit their right to proclaim the blockade of an extent of coast, against a civil marine, he could not against neutral vessels of war ; that both English and French vessels of war were in the habit of proceeding, almost daily, to and from Monte Video and Buenos Ayres, as instanced both in the British and French corvettes Chasseur and Fawn ; that he would allow him 30 minutes to deliberate on his future actions, and at the expiration of that time he would proceed, prepared to resist all consequences ; that the flag he wore, carried under it the sovereignty of the soil it represented : that violated, the soil became invaded ; and that he should defend his ship to the last moment. Capt. Elliott further observed to the officer, that he had a communication for Admiral Lobo, which was requested. Capt. Elliott declined giving it to the officer, until he returned from his frigate and discovered her true character. At 12 the Brazilian boats left the ship ; during all this time the weatherly position of the ship was maintained, and every other precaution taken to resist, with effect, an attack from the squadron, which appeared to be meditated ; at 12 20, hailed the frigate to know if they had any further communication to make ; they answered by asking if Captain Elliott would send the Admiral's letters and papers : yes, was the reply, if you will send a boat ; at 12 45, a boat came alongside for letters and papers for the Admiral, with the compliments

of the commanding officer, to Capt. Elliott, tendering every civility, and offering any supplies he might be in want of, with his best wishes for a speedy and pleasant passage to Buenos Ayres : Capt. Elliott returned his compliments and thanks, adding that his ship was abundantly supplied with every necessary, and that all he wanted was a free and generous intercourse with all nations, concluding with an offer to be the bearer of any communication the commanding officer, or any other in the squadron, might have to make with Buenos Ayres; at one the Brazilian boat departed; bore up, passed within hail of the Brazilian squadron along their line: made all sail for Buenos Ayres."

B

UNITED STATES' SHIP CYANE,

Off the Ortiz Bank, April 3d, 1826.

SIR: The undersigned, commanding the United States' Naval force on the coast of Brazil, begs leave to submit for the consideration of Admiral Lobo, commanding his Imperial Majesty's forces at the Rio de la Plata, a few remarks on the subject of the blockade recently proclaimed by him, of the whole extent of coast of the Republic of Buenos Ayres, and all those on the Oriental side of the La Plata, an extent of nearly *thirty degrees of latitude*.

The United States, just in her intercourse with the nations on both sides of the Hemisphere, will expect a correspondent return. She has steadfastly contended for, and uniformly *sustained*, the *point*, that she will not submit to the terms of a blockade of a whole coast of nearly thirty degrees of latitude, such as you have been pleased to set forth in your manifesto of the 21st of December last; and the undersigned begs leave to remark to Admiral Lobo, that, whilst the United States will observe a strict neutrality between the parties in the present contest, she will most steadfastly and scrupulously defend a point which she has already waded through a bloody but a successful war in the maintenance of. The intelligence of an officer vested with the command of a force of the magnitude of the present, it is presumed, will induce him to look into and search for information of those authorities which treat on international law, and can enlighten and illumine the mind. He will there have brought to his view the terms of the armed neutrality of 1780, which settled all those points amongst the different European nations. Great Britain, then the most powerful of the maritime nations in the world, in a convention with the Empire of Russia, entered into in 1801, stipulated, "That, in order to determine what characterized a blockaded port, that denomination is only given to a port where there is, by the disposition of the Power that attacks it with ships, stationary or sufficiently near, an evident danger in entering." It is needless to say, that the other Powers of Europe, as well as the United States, then the only independent one of the

great Western world, never having disputed the principle, it could not be otherwise regarded than as the established line drawn between all. It commenced with the present century, and is equally clear that it must be so considered, at this time, notwithstanding the violations practised in recent days. So satisfied with the correctness of this principle, was the Government of Great Britain, that, in the year 1804, in consequence of a remonstrance made by the American Government against a declaration of a general blockade "of the Islands of Martinique and Guadaloupe," proclaimed by the British Naval commander, orders were issued to him "not to consider any blockade "of these islands existing, unless in respect to particular ports which "may be actually invested, and then not to capture vessels bound to "such ports, *unless* they have been previously warned not to enter "them." The United States will not acknowledge a blockade as valid against its civil marine, unless confined to particular ports, each one having *stationed before it* a force sufficiently great to prevent the entry of all vessels carrying materials to succor the besieged; and no vessel shall be seized, even in attempting to enter the port so blockaded, till she has been previously warned off, and the fact endorsed on her register. The undersigned will also avail himself of this occasion to express his regret that the representative of His Imperial Majesty should have found it necessary to adopt a course, in relation to the United States, so well calculated to disturb the harmony and good feelings which exist between the two Governments; that whilst he has the disposition to present to Admiral Lobo an earnest of those feelings of his Government, when she stepped forth *first* from among the nations of the earth, in the recognition of the Empire of Brazil as, amongst them, *free, sovereign, and independent*. He will also assure him that indemnity will be claimed, and, if necessary, the undersigned will feel himself called upon to bring into operation that arm of the nation's Naval force placed subject to his control, in repelling all improper encroachments on American vessels, and on her maritime and neutral rights.

With great respect and consideration,

I have the honor to subscribe,

Your obedient servant,

J. D. ELLIOTT.

To His Ex'y DON RODRIGO JOSE FERR. LOBO,
*Vice Admiral of the forces of His Imperial
 Majesty the Emperor of Brazil.*

D.

[TRANSLATION.]

ON BOARD THE IMPERIAL BRAZILIAN CORVETTE LIBERAL,
At anchor in the River La Plata, 6th of April, 1826.

The undersigned Vice Admiral commanding the naval forces stationed in the River de la Plata, informs the illustrious Signor J. D.

Elliott, commanding the naval forces of the United States on the coast of Brazil, that he has before him his note of the 3d instant, relative to the blockade which his majesty the Emperor of Brazil has ordered to be declared against all the ports on the Western bank of the River de la Plata, as well as against those on the Eastern bank which may be in the possession of the enemy—these ports, and likewise those from the coast of Patagonia to Bahia Branca, are the ones which it is the intention of the undersigned to blockade. The ports, also, which are between the Rivers Parana and Uruguay ought to be considered as under blockade by the ships which are cruising in the River La Plata, inasmuch as the latter river is the entry to the others; and to blockade a port it is not necessary to be always in sight of it, but it is sufficient to cruise about the place which formed its entry. For example, the undersigned might blockade Buenos Ayres while at Dos Bancos de Ortiz, and did so while on the bank of the River la Plata. This is his opinion, and he believes that nothing can be reasonably urged against it.

The undersigned would be the first to acknowledge the amity subsisting between the cabinet of the United States and that of the Empire of Brazil; and he hopes that he will give no cause for the slightest dissention or misunderstanding between the two Governments. Nor ought the commission with which the undersigned is entrusted, to be productive of detrimental consequences to either nation; because nothing is more easy, when a good understanding subsists, than to conform to the established laws of a blockade, which laws the undersigned has not departed from, inasmuch as his mode of proceeding with the vessels of allied nations has been as follows: Whenever the undersigned has met with vessels of allied nations, he has informed them the ports of the Republic of Buenos Ayres were under blockade, and has directed a note to be attached to their passports, stating this fact. Until the present, all have obeyed. Slight difficulties have arisen; but, in the end, all have obeyed, with the exception of an American schooner, which, after being examined, entered the port of Montevideo, and there obtained a passport, if I rightly remember, to double Cape Horn, and, going out, entered again by the Northern channel, and afterwards proceeded to Buenos Ayres. She is now a schooner of war of that Republic, called the Sarando.

The undersigned is of opinion that he has forces more than sufficient to blockade the ports of the River la Plata. Until the present day, he has not met with any vessels of allied nations which were not bound to Buenos Ayres. He conceives, however, that he has fulfilled his duty by being in sight of Buenos Ayres, or even at Dos Bancos, according to the established principle for blockading a port; and any vessel whatever, being warned in the manner which the undersigned continues to give warning, is liable to the established laws, if she afterwards violates the blockade.

The undersigned is of opinion that he has satisfactorily answered the note which he received, dated the 3d April; but, if this reply is

not sufficient, recourse must be had to the cabinet of the Empire of Brazil at Rio de Janeiro.

The undersigned profits by this opportunity to assure the illustrious Signior commanding the naval forces of the United States of America on the coast of Brazil, of the consideration and respect with which he has the honor to salute him.

RODRIGO JOSE FERA. LOBO,
Vice Admiral.

F.

UNITED STATES' SHIP CYANE,
Off' Montevideo, May 4th, 1826.

SIR: There is still one letter of your excellency to which I feel called upon to reply. In taking leave of the subject we have had under discussion, I will briefly remark, that I have not yet seen the grounds on which his Imperial Majesty presents the justice of his blockade, of the extent you set forth in answer to my note of the 3d ult. Second, that because some of the European Powers have attempted to introduce a system most pernicious to the commerce of non-belligerents, the justice of a similar action on the part of one of the youngest Governments on this side of the Hemisphere, can by no means be made apparent. If there is authority, I should be glad to see it; and will submit, for your farther consideration, some other on the subject of blockade, which is new to us on this side of the water, and requires great circumspection in the introduction of a system which, in the end, may be quoted and used successfully against us. The following is of British origin, strengthened by reference to those able writers, on international law, Grotius and Vattel.

“Chitty on Belligerent Powers and Neutral Rights;” Boston edition, pages 129, 130, 131, and 132.

“It is under this impression that tribunals of the law of nations, before they have enforced the provisions of a blockade, have uniformly required it to be established by clear and unequivocal evidence, first, that the party proceeded against has had due notice of the existence of the blockade; and, secondly, that the squadron allotted for the purposes of its execution, was fully competent to cut off all communications with the interdicted port. These points have been deemed so indispensably requisite to the existence of a legal blockade, that the failure of either of them has been held to amount to an entire defeasance of the measure, and this even in cases where the notification of it has issued immediately from the fountain of supreme authority.”(s)

“The blockade must not only have been declared by competent

(s) This was decided in the Court of Appeal, in Feb. 1792, Dr. Phillimore on License Trade, 52, in notes.

(y) Mercurius, 1 Rob. Rep. 89.

(z) 4 Rob. Rep. 66—1 Acton, 64, 5 Lord Erskine's speech, 8th March, 1808, on the subject in Council, 19 Cabbett's Parl. Deb. 949, 950

authority, but must be also an actually existing blockade. A blockade is then only to be considered as actually existing, when there is a power to enforce it. (*y*) ‘The very notion of a complete blockade,’ said Sir William Scott, in the case of the *Stert*, (*z*) ‘includes that the besieging force can apply its power to every point of the blockaded State. If it cannot, there is no blockade of that part where its power cannot be brought to bear.’ We find, however, from the case of the *Frederick Molke*, (*a*) that ‘it is not an accidental absence of the blockading force, nor the circumstance of being blown off by wind, (if the suspension, and the reason of the suspension, are known) that will be sufficient in law to remove a blockade.’ But if the relaxation happen not by such accidents as these, but by mere remissness of the cruisers stationed to maintain the blockade, (who are too apt, by permitting the passage of some vessels, to give fair grounds to others for supposing the blockade concluded,) then it is impossible for a court of justice to say that the blockade is actually existing. ‘It is in vain,’ said Sir William Scott, in the case of the *Jaffrow Maria Schroeder*, (*b*) ‘for Governments to impose blockades, if those employed on that service will not enforce them. The inconvenience is very great, and spreads far beyond the individual case. Reports are eagerly circulated that the blockade is raised; foreigners take advantage of the information; the property of innocent persons is ensnared, and the honor of our own country is involved in the mistake.’

Perhaps I may be considered as travelling a little out of the strict path of my duty as a naval commander, when I present for your information those authorities on international law; but when one feels disposed not to call forth unpleasant discussion with our respective Governments, there is always a hope, when light can be shed, and this reference seems to meet the present case at issue.

I did not expect you would have introduced the case of the *Grace Anne*; it is one to which you may have supposed I had an allusion in the closing paragraph of my communication. She was a trading vessel belonging to citizens of the United States, from one of its ports, destined for Buenos Ayres. Since the receipt of your note, the particulars of her case as well as those of the brigs *Henry*, of Portland, and the *Joseph*, of Boston, have been presented to me through an official source; the former, it appears, was taken forcible possession of off the *Ortis* by your squadron, brought back to Monte Video, and there detained three days as a prize, and, at the same time, the master was denied all opportunity of having intercourse with the shore, or of communicating with the United States Consul; and she was farther detained full three weeks in your possession, on the pretext that she had more goods on board than was stated in the manifest of her cargo. The *Henry* was also boarded off Buenos Ayres, the vessel overhauled, the mate and one of the seamen most cruelly beaten; and the *Joseph* was also taken possession of off Monte Video, there held, the vessel drifted about by the current, and returned to the master, her geo-

(*a*) 1 Rob. Rep. 86—1 Rob. 93, 94, 147, 156—1 Acton's Rep. 59

(*b*) 3 Rob. Rep. 156—*ibid*, 158, 159, note, 1 Acton's Rep. 59.

graphical position not then known, and was eventually lost on the English Bank. These points are presented for your explanation. I will further beg leave to remark to your Excellency, it has been always admitted that when a blockade is established first on lawful principles, a trading vessel has a right to present herself before any force there, to be warned not to enter the port. Should a farther attempt be made, she may be taken possession of, and, under the forms of a trial, be condemned; it becomes a matter on which the vessel and cargo is the only forfeit. I am somewhat at a loss to perceive how your Excellency can believe your force stationed in the blockade of all the ports of the Rio de la Plata, according to maritime principles, being in a line parallel to a shore distant on one side 50 miles, and on the other 17, and from the three most important ports more than 100 miles, commanding the space between your buoys, where vessels may pass and repass unseen, at their pleasure, instanced in the arrival at Buenos Ayres, whilst my ship lay there, of an American, of a French, and of two English brigs, all richly laden.

Possessed of a fleet of nearly fifty sail wearing the flag of His Imperial Majesty and now in the La Plata, Admiral Brown, from a declared blockaded port, with a temporarily fitted force of only six vessels, passes and repasses at pleasure, in your presence, and within 20 miles of you, attacks and captures at Colonia and Monte Video, both His Imperial Majesty's vessels of war, as also those of his subjects: this fact is instanced in the arrival within the space of six days of six prizes at Buenos Ayres.

On closing this, the undersigned begs leave to call your Excellency's attention to his former communication setting forth the views of his Government on the subject of blockade, and trusts they will meet with the entire approbation of His Imperial Majesty.

With high consideration, the undersigned has the honor to subscribe,
your obedient servant,

J. D. ELLIOTT.

To DON RODRIGO JOSE FER. LOBO,

Vice Admiral commanding the Brazilian Forces
At the Rio de la Plata.

G.

UNITED STATES' SHIP CYANE,

Montevideo, April 25th, 1826.

SIR: The very frank and free conversation I had with your Excellency this morning, has greatly relieved my mind on the subject of the farther bearing you intend your blockade to have on the commerce of the United States; and I will be frank to say that my Government cannot nor will not object to the proclamation of Buenos Ayres and Ensenada in close blockade, and made so by the force you at present

have in the La Plata, leaving the outer coast, and that of Patagonia, and the Northern coast of the Banda Oriental, not designated.

With high consideration, and with great personal esteem, I have the honor to remain your Excellency's most obedient servant,

J. D. ELLIOTT.

DON RODRIGO JOSE FER. LOBO,

Vice Admiral Brazilian Navy, Commander-in-Chief
Of the Naval Forces in the Rio de la Plata.

II.

UNITED STATES' SHIP CYANE,

Montevideo, April 27th, 1826.

The undersigned would suggest to his Excellency Vice Admiral Lobo, the propriety of our settling, previous to separating at this time, the grounds on which the blockade in the river La Plata should be conducted in relation to the commerce of the United States. This, the undersigned feels well assured, will be productive of a continuance of those harmonious feelings which at present exist in our respective Governments.

With high consideration and respect, I have the honor to subscribe your obedient servant,

J. D. ELLIOTT.

DON RODRIGO JOSE FERR'A LOBO,

Vice Admiral Brazilian Navy,
Commanding the Naval Forces in the Rio de la Plata.

I.

ON BOARD THE CORVETTE LIBERAL,

At anchor, in sight of Montevideo, 27th April, 1826.

The undersigned, Vice Admiral commanding the naval forces of the Brazilian Empire in the river La Plata, has considered the two notes which were addressed to him by the illustrious Signior J. D. Elliott, commanding the frigate Cyane, of the United States of America, relative to the blockade of the ports of the Republic of Buenos Ayres, as declared in the proclamation of the undersigned, approved by his Government. The illustrious Signior J. D. Elliott is unwilling to conform to this blockade in its whole extent, but only with regard to Buenos Ayres and Ensenada, and thinks that all the other ports ought not to be considered under blockade. In this opinion the undersigned cannot agree with the illustrious Signior J. D. Elliott, who pretends that all the other ports, both within and without the Rio La Plata, should be excluded from the blockade; and the undersigned

reminds the illustrious Signior J. D. Elliott that it was his decided opinion, in the conference which they had, that all the ports comprehended within the Rio de la Plata, that is, from Capes Santa Maria and Santa Antonio within, where his ships generally were, were under a rigorous blockade. The undersigned hopes that he has satisfied the illustrious Signior J. D. Elliott; but if the decision should not be satisfactory to him, he may apply to the Court at Rio de Janeiro, where he will be completely satisfied. The undersigned is not competent to revoke what has been approved by his Government, and he can do no more, on this occasion, than suggest the arguments which offer themselves to him relative to the matter in question.

It remains to the undersigned to make the protestations of esteem and consideration with which, &c. &c.

RODRIGO JOSE FERR'A LOBOS.

Vice Admiral.

To the illustrious Signior J. D. ELLIOTT.

K.

UNITED STATES' SHIP CYANE,

Off Montevideo, May 4th, 1826.

SIR: The undersigned has the honor to acknowledge the receipt of the communication of his Excellency Vice Admiral Lobo, of the present date; and, in answer, he has to remark that he understood distinctly from your Excellency's declaration at the conference to which you allude, that the blockade you intended hereafter to enforce, was confined to the ports within the Rio de la Plata: and that the coast outside, was no longer to be considered as in blockade; this was also the understanding of his officer, who had conference with your Excellency the succeeding day.

The undersigned has the honor to subscribe your Excellency's most obed't. serv't.

J. D. ELLIOTT.

DON RODRIGO JOSE FERRA. LOBO,

Vice Admiral commanding the Brazilian Forces
At the Rio de la Plata

L.

To the Illustrious Signior J. D. ELLIOTT :

I acknowledge the receipt of your note, dated to-day, in reply to the one which I addressed to you relative to the ports which I hold to be rigorously blockaded, which are those within the River de la Plata from Cape Santa Maria and Cape Sant Antonio, both on the Eastern and Western bank, with the exception of Montevideo. This was my

fixed opinion in the conference which I had with you, and I cannot alter it in any respect. If you understand it differently, I am not to be blamed, inasmuch as I have the misfortune not to understand your language; and I cannot be responsible for the errors which may have been committed by the individuals who acted as interpreters.

You are aware that my proclamation having been approved by his Imperial Majesty, it is not in my power to revoke what has been published: and I do not a little, in considering only the ports which I have mentioned above as under rigorous blockade.

This is all that suggests itself to communicate to you, relative to the matter in question.

It remains to me to salute you with all consideration and respect.

God preserve you.

On board the corvette *Liberal*, anchored in front of Montevideo, 4th of May, 1826.

RODRIGO JOSE FERRA. LOBO.

Vice Admiral.

M.

UNITED STATES' SHIP *CYANE*,

Montevideo, April 1st, 1826,

SIR: The Government of the United States has assigned to me a cruise on the Coast of Brazil, for the double purpose of having communication with our public agents on shore, as, also, to give protection to our trade. If you have any communication to make on the subject of either, I will be glad to receive it at an early moment, and will be most happy to see you on board the United States' Ship *Cyane*.

This will be handed to you by Mr. Auchmuty, one of my officers.

With great respect,

Your obedient servant,

J. D. ELLIOTT.

To JAMES BOND, Esq.

Vice Consul of the United States at Montevideo.

CONSULATE OF THE UNITED STATES,

Montevideo, 26th April, 1826,

SIR: In compliance with the request made in your note of the 1st instant, I have the honor to enclose a report of the circumstances which have had an injurious tendency upon the American commerce at this place since the commencement of the war between the Emperor

of Brazil and the United Provinces of the Rio de la Plata. This report has been drawn up by my brother, then acting Vice Consul, during a temporary absence from this place.

I have the honor to be, sir,

Your very obedient servant,

JOSHUA BOND,

Consul of the United States.

J. D. ELLIOTT, Esq.

Commander of the United States' Naval Forces, &c.

CONSULATE OF THE UNITED STATES.

Montevideo, 25th of April, 1826.

On the 16th of December, information was received by an arrival from Rio de Janeiro, that the Emperor of Brazil had determined to commence hostilities against the Republic of the United Provinces of the Rio de la Plata, and, on the 22d of the same month, an official notice was received at this Consulate from Vice Admiral Lobo, commander of the Brazilian naval forces in this river, dated 20th of the same month, of his intention to blockade the ports of Buenos Ayres, to commence from the date of his communication: and, on the evening of the next day, several vessels sailed from the port to enforce the blockade. The effect of this measure was soon felt by the commerce of the United States: several vessels which had touched here bound to Buenos Ayres, either entered or sought other markets, and several others arrived which had been warned off by the squadron.

On the 31st of December, I was informed that the Schooner *Grace Anne*, of Baltimore, had been brought into the port under charge of a prize crew, and that the master and crew were confined on board, and denied permission to come on shore. I immediately waited on Admiral Lobo to make inquiries into the cause of her seizure, and was informed by him that she was detained on suspicion either of having attempted to pass the squadron after being warned off, or of having more goods on board than were contained in the manifest. He assured me that he would go on board without delay, make inquiry into the charges alleged against the vessel, and inform me of the result. On the following day I addressed a note to Admiral Lobo, requesting that the master, who was reported to be severely indisposed, might be permitted to land, which was granted: but not receiving any communication from the Admiral, I addressed a second note to him on the 3d, demanding a release of the officers and crew. No attention, however, being paid to this demand, I made a representation of the affair, on the 4th, to the Viscount de Laguna, the Captain General of the Province, and, late in the evening of the same day, a note from Admiral Lobo was received, enclosing the vessel's papers, in which he stated that the charges alleged against the Schooner, were without foundation, and that he would immediately despatch a vessel for that part of the crew who

were detained on board the squadron, which was accordingly done, and the men restored to the vessel. The matter thus ended without any explanation or apology being made.

By a letter dated the 19th of January, the Viscount de Laguna made known to me that, in consequence of neutral vessels having cleared out from this port for the Pacific, and, subsequently, eluding the blockading squadron, no vessel would be suffered to depart with cargoes other than the produce of this province, unless the master or consignees should previously give bonds to the amount of the vessel and cargo, that they would not enter the ports of Buenos Ayres, and, upon enforcing this order, the bonds were required to be secured by a lien on real estate. One American vessel, the ship Superior, of New-York, complied with this order, but it has not been enforced in any other case, and has been virtually abandoned.

On the 1st of March, the brig Joseph, of Boston, sailed from this port, and was the next day lost upon the English Bank. The master stated, in his protest, that the same evening he was fired at and brought to by a Brazilian brig of war which was in sight at the time of his sailing, and ordered to send his boat on board, which he refused. He was afterwards repeatedly fired at, and was detained until the next day afternoon, and attributed the loss of his vessel to his having been carried out of his course by the Brazilian vessel.

These comprise the only instances in which our commerce has suffered any detriment in this quarter since the commencement of the war; and, in order to make you more correctly acquainted with the facts, I enclose copies of the correspondence with Admiral Lobo, and also, the letter of the Viscount de Laguna referred to above.

Yours &c.

JAMES BOND.

JOSHUA BOND,

Consul of the United States Montevideo.

CONSULATE OF THE UNITED STATES.

Montevideo, January 2d, 1826.

SIR: Frequent representations having been made to me respecting the dangerous and increasing illness of the Captain of the American Schooner Grace Anne, of Baltimore, now under seizure in this port, and fearing lest the state of the weather may prevent your excellency from visiting the vessel to-day, I request that permission be given for him to come on shore.

As it appears to be absolutely necessary that assistance should be rendered him without delay, which cannot be properly done on board, and as the permission cannot affect the truth of the reports alleged

against him. I hope your excellency will be pleased to grant the order as promptly as the urgency of his situation demands.

I have the honor to be,

Your Excellency's most obedient servant.

H. E. RODRIGO JOSE FERRA LOBO,

Vice Admiral, &c.

Sent about 2 o'clock.

CONSULATE OF THE UNITED STATES OF AMERICA,

Montevideo, January 3d, 1826.

The undersigned has the honor of informing H. E. Admiral Lobo, that he has received a letter from Captain John Boddily, master of the American Schooner *Grace-Anne*, of Baltimore, now in this port, stating the circumstances of his seizure and detention by a Brazilian squadron in the river Plate, and demanding his interference in his behalf.

According to Captain Boddily's statement, it appears that, on the 28th December last, while proceeding on his voyage from Santos in Brazil to Buenos Ayres, he was boarded in the river Plate, off Point Indio, by an officer from a brig bearing the flag of H. I. M. the Emperor of Brazil, and himself and the papers of the vessel taken on board the said brig, where he was detained until the next morning, when he was sent on board the brig in company, called the *Masseo*, and after some hours further detention, was returned to his own vessel, accompanied by an officer and prize-crew, who, having sent his 2d mate and four seamen on board the *Masseo*, brought the vessel to this port, where she arrived on the evening of the 30th: and since arrival Captain Boddily and his crew have not been allowed to leave the vessel nor communicate with the shore, in consequence of which he has been unable to make known his situation to the Consul of the United States.

In the interview which the undersigned had with H. E. Admiral Lobo, on the morning of the 1st, but before he was in possession of any positive information of this subject, H. E. informed him that the vessel was detained on suspicion of having more cargo than her manifest could account for, and, also, that he had either attempted to pass the squadron after having been notified of the blockade, or that she had endeavored to escape pursuit when first discovered by the squadron, and, if the undersigned comprehended his Excellency, these suspicions originated since her arrival in this port. If the undersigned misunderstood the charges, he requests to be more explicitly informed respecting them.

As far then as the undersigned can ascertain, no positive charges are alleged against Captain Boddily, but himself and his crew have

been confined on reports which the undersigned is assured are without foundation, and the truth and falsehood of which could have been ascertained on the slightest examination, and yet no attempt has been made to investigate them.

It is now the duty of the undersigned to ask H. E. Admiral Lobo, that captain Boddily, and such of his crew as remain on board the vessel, be immediately released, and that orders be sent with all possible despatch to liberate the men confined on board the *Masseo*, and restore them to the vessel from which they were taken, unless evidence can be produced to justify these proceedings.

The undersigned has the honor to be,

His Excellency's obedient servant.

Delivered 11 o'clock.

CONSULATE OF THE UNITED STATES OF AMERICA,

Montevideo, January 4, 1826.

The undersigned, Vice Consul of the United States of America, has the honor to represent to His Excellency Viscondo da Luguna, that the American schooner *Grace Ann*, of Baltimore. John Boddily, Master, while proceeding on her voyage from Santos, in Brazil, to Buenos Ayres, on the 28th of December last. then being in the river Plate, off Point Indio, was fired at and brought too, by a brig bearing the flag of His Imperial Majesty the Emperor of Brazils, and, afterwards, boarded by an officer from said brig, and Capt. Boddily and the papers of the vessel taken on board, where he was detained all night, exposed to the weather, on the deck of the vessel, although, at that time, he was suffering under an excruciating disease, and had been confined to his bed for some days. The next morning he was sent on board a ship in company, called the *Masseo*, and, after some hours further detention, he was returned to his vessel, accompanied by an officer and prize crew, who, having removed the second mate and four seamen to the *Masseo*, proceeded with the vessel to Montevideo. They arrived in this port on the evening of the 30th December, since which time Captain Boddily and his remaining crew have not been permitted to leave the vessel, nor communicate with shore, by the orders, as he was informed, of H. E. Admiral Lobo, in consequence of which he was unable to make known his situation to the Consul of the United States, until the night of the 2d inst. when permission was obtained for him to land.

In an interview which the undersigned had with Vice Admiral Lobo on this subject, but before he had received any authentic information respecting it, he was informed by his Excellency that he did not consider her as a prize, but that she was detained on suspicion of having more cargo than was included in the manifest, and, also, that she had either attempted to pass the squadron after having been in-

formed of the blockade, or (for his Excellency did not seem to know the exact nature of the charge,) she had endeavored to escape when first descried by the squadron: and, if the undersigned comprehended his Excellency, these suspicions had originated since the arrival of the vessel in this port, and were not suggested by the officer who seized her, and who does not appear to have assigned any cause for his conduct. If these charges were misunderstood by the undersigned, he requests that he may be more correctly informed of their nature. His Excellency Vice Admiral Lobo, at the same time, assured the undersigned that he would examine into those reports that afternoon, or without fail the next morning, and acquaint him with the result of his investigation, but no communication has yet been received from his Excellency on that subject.

From all the undersigned can learn, it appears, then, that this vessel has been seized without any known pretext, the captain and crew rigorously confined, and debarred from all communication at a time when the situation of the former required assistance, on reports which the undersigned is assured are without foundation, and the truth or falsehood of which could have been ascertained on the slightest examination, yet no disposition to investigate them has been shown.

The undersigned not having received any answer to his applications on this subject in another quarter, it now becomes his duty, in order that speedy justice be rendered to the sufferers in this case, to request, in the name of his Government, that his Excellency Visconde de Laguna will cause immediate inquiries to be made into the charges alleged against the captain and crew, and unless evidence can be produced sufficient to authorize their further detention, that Captain Boddily, and such of his crew as remain on board the vessel, be set at liberty: that those of the crew who are confined on board the brig *Masseo*, be restored to the vessel from which they were unjustly taken, as speedily as circumstances will allow, and that immediate restitution be made of the vessel and cargo: and further claims, in behalf of Captain Boddily, officers, crew, and all others concerned, compensation for all damages they may have incurred by the illegal seizure and detention of themselves and vessel.

The undersigned cannot close this communication without protesting against the conduct of the officers who sent the vessel into port, and requesting an explanation of the causes which led him to adopt this measure: for the maltreatment of Captain Boddily, and detention of his crew: nor without expressing his sincere wish, that, in representing this affair to his Government, he may be able to give assurance that no outrages of this kind will occur in future.

The undersigned takes this occasion to tender to his Excellency Visconde de Laguna the assurance of his consideration and profound respect.

Sent 6 o'clock. P. M.

*To the illustrious Signior the Vice Consul
of the United States of America :*

I have received the note which you addressed to me under date of the 2d instant, and, with regard to the request contained in it, that I will permit the Captain of the American schooner, who is ill on board of her, to be removed on shore, I have to inform you that I yesterday told the said Captain, as likewise the Supercargo, that they might go on shore, which liberation, I am pleased to find, coincides with your request.

I profit by the occasion to present you my consideration and esteem. God preserve you many years.

Head Quarters of the Marine in Montevideo, 3d of January, 1826.

RODRIGO JOSE FERR. LOBO,
Vice-Admiral.

*To the illustrious Signior James Bond,
Vice-Consul of the United States :*

I have the honor to acknowledge the receipt of your letter, dated the 3d instant : and in reply to its contents, I have to inform you, that, having proceeded to examine the cargo on board the schooner *Grace Anne*, I found it to be the same as that stated in the manifest, which I remit to you, together with the passport and other documents. You may therefore take charge of the ship : and I intend to-morrow to withdraw my men, and to send aboard the corvette *Masseo* to look for the men belonging to the said schooner, and, when they are found, I will replace them on board of her.

I profit by this opportunity to salute you with all consideration and respect. God preserve you many years.

Head Quarters of the Marine in Montevideo, 4th of January, 1826.

RODRIGO JOSE FERR. LOBO,
Vice-Admiral.

MONTVIDEO, 5th January, 1826.

The Captain General Viscount da Laguna having been informed that the affair of the detention of the American schooner *Grace Anne*, which was the subject of the official note addressed to him under date of yesterday, by the illustrious Signior James Bond, Vice Consul of the United States, has been settled ; it only remains to him to acknowledge the receipt of the said note, and to profit by this opportunity of making his compliments to the Signor, and assuring him of his consideration and esteem.

VISCOUNT DA LAGUNA.

*To the illustrious Signior JAMES BOND,
Vice Consul of the United States.*

MONTEVIDEO, 19th January, 1826.

ILLUSTRIOUS SIR: Having understood that several merchant vessels belonging to neutral and friendly nations, abusing the passports which they obtained from this Government for ports in the Pacific, and taking advantage of accidents which it was not in the power of the blockading squadron to guard against, have entered the ports of the Republic of Buenos Ayres, and that merchants, animated with the hope of like success, are preparing expeditions with a similar destination, I have determined that no vessels of neutral nations, unless their cargo consists of the produce of this province, shall be permitted to clear out until their captains or consignees have first deposited in the Treasury of the place a legal bond, equivalent to the integral value of the goods which they may export, according to the prices current of the market, in order that they may not abuse the passports of this Government, nor enter into the ports of the Republic of Buenos Ayres; which resolution I communicate to you, in order that you may impart it to the captains or masters of merchant vessels of your nation.

God preserve you.

VISCOUNT DA LAGUNA.

N.

UNITED STATES' SHIP CYANE,

Montevideo, April 27th, 1826.

SIR: Herewith I have to acknowledge the receipt of your communication of the 26th, together with its several enclosures.

I am prepared to receive the seaman whom John Thomas, master of the brig Lincoln, of Boston, complains of; he had, therefore, better be sent off to day. I am also prepared to receive the seaman you have demanded from the Brazilian Navy.

With great respect,

Your obedient servant,

J. D. ELLIOTT.

JOSHUA BOND, Esq.

Consul of the United States at Montevideo.

UNITED STATES' SHIP CYANE,

Off Montevideo, April 28th, 1826.

SIR: Herewith I have to apprise you, that my negotiation with His Excellency Vice Admiral Lobo, commanding the Naval forces of his Imperial Majesty the Emperor of Brazil, blockading the Rio de

la Plata have eventuated thus : that, henceforth, the blockade proclaimed in December last, of the ports of the United Provinces of the La Plata, and those of the Banda Oriental, shall be confined to those of the La Plata, *only*, and that all outside are considered no longer blockaded ; that American merchant vessels shall, on presenting before his squadron, be warned not to enter ports in the river, with the fact endorsed on their register, which will not deny them, as heretofore, the privilege of entering any one of the ports along the Northern or Southern coast. This fact you will cause to be communicated to our countrymen interested in the subject.

I have the honor to subscribe,

Your obedient servant,

J. D. ELLIOTT.

To JOSHUA BOND, Esq.

Consul of the United States at Montevideo.

UNITED STATES' SHIP CYANE,

Off Montevideo, May 5th, 1826.

SIR : You will receive enclosed a copy of the official communication of His Excellency Rodrigo Jose Ferreira Lobo, commanding His Imperial Majesty the Emperor of Brazil's forces, employed in blockading at the La Plata ; this you will be pleased to apprise our countrymen of in such way as may be deemed most proper for the occasion.

With great respect, your obd't serv't.

J. D. ELLIOTT.

JOSHUA BOND, Esq.

Consul of the United States at Montevideo.

O.

UNITED STATES' SHIP CYANE.

Off Montevideo, May 5, 1826.

SIR : I have the honor to acknowledge the receipt of your letter of the 25th ult. In answer I have to reply, that I have had intercourse with his Excellency Vice Admiral Lobo, on the subject of a privilege previously granted the French ship *Olinda* ; the Vice Admiral denies positively that he gave permission to that ship to depart the port of Buenos Ayres with a cargo, and, of course, he could not extend it to the vessels of other nations. After some considerable close and warm correspondence with his excellency, he agreed to withdraw his blockade of all the ports and coasts without the Rio de la Plata. A copy of his letter is herewith enclosed for your inspection, and for the use of all our countrymen at Buenos Ayres.

With great respect,

I have the honor to be,

Your obedient servant,

J. D. ELLIOTT.

To JOHN M. FORBES, Esq.,

In charge of the Affairs of the United States at Buenos Ayres.

Capt. J. D. Elliot to the Secretary of the Navy.

UNITED STATES' SHIP *CYANE*,

Rio de Janeiro, June 11th, 1826.

“Until I could learn the ultimate decision on an affair which presented, on the 5th instant, I have refrained from bringing to your notice an attempt which was on the eve of being made, in the examination of some of our merchant vessels, by Com. Frederic du Plantys, commanding his most Christian Majesty the King of France's frigate *La Seine*. Some part of his crew had deserted previous to that date; and, on the 5th instant, whilst some of our merchant vessels were about departing the port, he sent one of his Lieutenants on board, with instructions to obtain my permission to board and examine those vessels, with others, for his men. I directed his officer to reply that, under no circumstances whatever, could that permission be given; and trusted he possessed too great a sense of propriety, for one moment, to urge the measure; and, in the event of his doing so, I should resist every inch by force. I accordingly made the necessary preparation, and he abandoned the point.”

R.

EXTRACTS FROM THE CORRESPONDENCE OF COMMODORE J. BIDDLE.

Extract of a letter from Commodore James Biddle to the Secretary of the Navy, dated U. S. frigate Macedonian, Rio Janeiro, August 16th, 1826.

“I arrived here on the 11th instant, and, upon my arrival, I saluted the flag of Brazil, and my salute, as had been previously arranged, was returned, gun for gun. I found the *Cyane* here, waiting my arrival. The *Boston* is cruising, by order of Captain Elliot, off *La Plata* river, between Capes St. Mary and St. Antonio, for the purpose of giving information of the blockade of the river to American vessels. By two different opportunities, I have written to Captain Hoffman, directing him to join me here. It is not my intention, however, to remain here until Captain Hoffman does join me; nor to permit him, in case he arrives soon after I sail, to remain here until I return. I shall probably go to sea in about a fortnight; and, should I not previously see him, I shall leave orders for Captain Hoffman to cruise at sea, and to meet me here about the middle of November next.

No American vessels have been sent in here by the blockading squadron, except the brig *Leonidas* belonging to Boston, and bound, when she was seized, from Canton to Buenos Ayres. She is detained, I understand, more from a suspicion that her cargo is enemy's property, than for any intention to violate the blockade, with which, in fact, it is impossible she could have been acquainted.”

Extract of a letter from Commodore James Biddle, to the Secretary of the Navy, dated U. S. frigate Macedonian, Rio Janeiro, 10th September, 1826.

“The Boston sloop of war arrived here on the 8th inst. from Monte Video, and I enclose Captain Hoffman’s report to me. The presence of a public vessel of the United States in the river has a tendency, you perceive from Captain Hoffman’s report, to prevent American vessels from being sent to this port for adjudication. This is of itself important service: as the delay of obtaining the acquittal here, of the most innocent vessel, is injurious and vexatious. I have, therefore, directed the Boston to sail, as soon as she is ready to sail, and return to the anchorage off Monte Video. I enclose a copy of my orders to Captain Hoffman; he is to meet me here in November, when he will require provisions, and which cannot be procured in the river.

I shall sail to-morrow, and go to the North as far as Bahia. It was my intention to have sailed earlier; but when the crew of the brig Ruth were sent on board this ship, Mr. Raguet became responsible to this Government for their forth coming; and, had I sailed before the taking of their depositions, it would have been necessary to send them to the prison ship for safe keeping. There was no public object to induce me to go to sea under such circumstances. I feel the utmost repugnance to American seamen being on board the prison ship; as well because they are there in the power of the Brazilian officers, as because the prison ship is exceedingly crowded, filthy, and unhealthy. These seamen are now on board the Boston, and, in a day or two, will certainly be examined. After their examination, it is no longer necessary that we should take care of them, and they will then be returned to the vessel to which they belong.”

Extract of a letter from Beekman V. Hoffman, Esq. commanding U. S. ship Boston, to Commodore James Biddle, dated Monte Video, August 26th, 1826.

“I have just had the honor to receive your letter of the 13th inst. by the English Packet, and lost no time in proceeding agreeable to your instructions. During my anchorage off Monte Video, there were three American vessels captured by the Brazilian squadron, all of which were released upon my interceding in their behalf, whose names are inserted below.

There were several applications made to me by American seamen, in the Brazilian naval service, requesting I would intercede in procuring their release, as they had been impressed. I made application for them through the American Consul, and obtained the release of three, with the assurance from the Admiral that he would not suffer an American seaman to be detained in his squadron, unless regularly entered for the service.”

Extract from Commodore James Biddle's instructions to Capt. B. V. Hoffman, dated U. S. Frigate Macedonian, Rio Janeiro, 10th Sept. 1826.

"As soon as the seamen belonging to the American brig Ruth are examined, and your ship is ready to sail, be pleased to get under weigh, and proceed to sea. The presence of the Boston at Monte Video having already been advantageous, I wish you to return thither without delay. Do not go higher up the river than Monte Video; and in case there is any fighting there, you must be careful to move your ship out of the way of it, in time to avoid injury.

Should any American vessel be seized, or any American citizens impressed or abused, use all your endeavors to obtain redress. I recommend your cultivating acquaintance and good will with the Brazil Admiral; so far, at least, as his conduct towards our countrymen will permit. Much may be effected in this way towards protecting American citizens and American property.

Our laws wisely and humanely consider seamen as a peculiar class of citizens, and requiring the particular care of the Government. I understand there are many American seamen in the Brazil squadron, some of whom have been impressed. If any case of impressment of American seamen comes to your knowledge, use your influence to obtain their release, and provision them on board until you return to Rio Janeiro. If our Consul at Monte Video has any American seamen whom he is supporting at the public expense, receive them also on board as supernumeraries, and bring them out of the river. Receive on board, also, all American seamen who may request you to do so. The scarcity of seamen is sensibly felt within the United States, both in the public and private service; and it is important that we should aid such as have been left abroad to return home.

I wish you to leave the anchorage of Monte Video about the first day of November next, in order to meet me here, as I shall then want the Boston to accompany me to the river. The Cyane is to meet me here early in November, and it is my wish that all three go in company to the river."

Extracts from a letter from Commodore James Biddle, dated United States' Frigate Macedonian, Rio Janeiro, 11th Sept. 1826.

"Your general order of the 10th July last, making known the lamented death of our venerable and venerated fellow-citizen, John Adams, was received last evening by an arrival from Baltimore. Your general order of the 7th of the same month, to which it refers, has not yet been received; and I could not, therefore, know the funeral honors, as they had been prescribed by the Department. At sunrise, this ship and the Boston displayed their colors half mast, and so continued them throughout the day. Each ship fired thirteen minute guns, at sunrise, at noon, and at sun down.

The death of the illustrious patriots, John Adams and Thomas Jefferson. will be lamented by the enlightened and the good in every part of the world, without regard to the distinctions of climate or nation. The British men of war in this harbor testified their respect on the occasion, by displaying their colors at half mast; and I wrote a note to Captain King, the senior officer, expressive of my thanks for the respectful manner in which the ships under his command had noticed this mournful dispensation of Providence.

I shall leave orders here for Captain Elliot to testify the national respect for the character and services of these illustrious citizens; and the national sorrow for their loss, in like manner with ourselves, should be not have previously paid funeral honors at some other port."

S.

EXTRACT OF A LETTER FROM COMMODORE WARRINGTON.

Com. Lewis Warrington to the Secretary of the Navy.

U. S. SHIP CONSTELLATION,

Pensacola, August 10th, 1826.

"The John Adams is on the South side of Cuba: the Hornet is on the North side, watching the old Bahama Straits, Matanzas, and the Double Headed Shot Keys.

No piracies have been committed since my last letters. Depredations on our commerce are fortunately unheard of where they were formerly so frequent, and no interruption has been experienced by it.

I shall be off Cuba in a few days. The squadron enjoys health, and this ship to an uncommon extent."

T.

COPIES IN RELATION TO THE CRUISE OF THE SLOOP OF WAR LEXINGTON FOR THE PROTECTION OF THE FISHERIES.

Copy of a letter from W. B. Shubrick to Stephen Thacher, Esq. Collector at Eastport, dated

U. S. SHIP LEXINGTON, 19th June, 1826.

"I have arrived in this harbor, on my way to the fishing grounds frequented by the citizens of the U. States, for the purpose of protecting the said citizens in their rights; and, at the same, observing that they do not, on their part, give any just cause of complaint by trespassing on the rights of others.

I request that you will have the goodness to give me any information that you may have received on these subjects, and point out to me the fishing grounds most frequented by our citizens during this and the two ensuing months."

S. Thayer, Deputy Collector, to Master Commandant W. B. Shubrick.

CUSTOM HOUSE, LUBEC, June 24th, 1826.

“In answer to your letter of the 19th instant, I beg leave, in the absence of Mr. Thacher, to observe, that no information, which ultimately proved to be true, has been received the present year, that the rights of our citizens engaged in the fisheries have been infringed. The presence of an armed vessel of the United States on this station, the past fishing season, with the expectation that one would be sent the present year, to protect our rights, has had, without doubt, a most salutary effect.

The places most frequented by our citizens engaged in the fisheries, during the present and two succeeding months, are the Grand Menan Banks: the Nova Scotia Shore, from Annapolis to Cape Sable: the Bay Chaleur, round the Magdalen Islands: the Straits of Belleisle, and the Labrador Coast, as far as the Great Bay of Esquimaux.”

Master Commandant W. B. Shubrick to the Secretary of the Navy.

U. S. SHIP LEXINGTON, Eastport, June 26th, 1826.

“Since my letter of the 19th instant, in which I had the honor to announce to you my arrival at this place, I have conversed with the Deputy Collectors for Eastport and Lubec, and have the satisfaction to say that I cannot learn from them, or from any other source, that any interruption has been given to the pursuits of the citizens of the United States engaged in the fisheries, this season.”

UNITED STATES' SHIP LEXINGTON,

New York, September 5, 1826.

“SIR: In my letters of the 18th and 20th June, and the 6th of July, I had the honor to make you acquainted with my proceedings up to the last date.

After leaving Eastport, I passed South of the North Seal Island, West of the Island of Grand Menan, and along the coast of Nova Scotia, as far as Cape Canso. Passing through the Gut of Canso, I anchored at Entry Island, one of the Magdalen Groupe. Leaving the Magdalen Islands, I made the Island of Newfoundland at Cape Ray, run down the Northeast coast of the island, and anchored at the Bay of Islands. From the Bay of Islands, I continued down the coast of Newfoundland as far as Cape Rich, from which I crossed over to the coast of Labrador, and anchored at Blanche Sablon, and coasted from thence as far as 54° 45' N. visiting, either with the ship or boats, all the harbors most resorted to by American fishermen.

I did not go farther North, because the navigation had become very unsafe, from the immense quantities of ice on the coast, and I

could not learn that any fishermen had gone beyond Greedy Island, in $53^{\circ} 45' N.$

On the 1st of August, being then in $54^{\circ} 45' N.$ the ice extended, in apparently a solid body, from N. W. to S. E. Returning through the Straits of Belle Isle I met, on the 9th of August, the British sloop of war *Orestes*, Captain William Jones, and we anchored nearly at the same time, at Isle-au-Bois. After exchanging civilities in the most cordial manner, Capt. Jones and myself visited, together, the fishing establishments at Blanche Sablon and Brasdor.

A few days before I fell in with the *Orestes*, she had run against an island of ice, and lost her bowsprit. Fogs and strong S.W. winds kept us together for a week, during which time the most friendly intercourse was kept up between the officers of the two ships.

After leaving Isle-au-Bois, I passed again along the North coast of Newfoundland, to Cape Ray, between Cape Ray and Cape North, and along the coasts of Cape Breton Island and Nova Scotia, with the intention of going again to Eastport: but, in consequence of light winds and thick fogs, I did not get to Cape Sable until the 29th ult.; when, finding that I could not go into the Bay of Fundy without a very great probability of being detained after the 15th of September, I determined to make the best of my way to this place.

The American fishermen in the Bay of Fundy have not experienced any interruption in their pursuits this season, nor have any complaints, so far as I could learn, been made against them. They, as well as the inhabitants of Eastport, speak in terms of approbation of the conduct of the present commander of the English brig of war *Dotterel*. Many of the difficulties complained of hitherto in the Bay of Fundy, have arisen from the circumstance of our fishermen, belonging to Eastport, Machias, and Lubec, having formed matrimonial connexions with the inhabitants of Grand Menan, and being induced thereby to visit the harbors of that island for other purposes than "for shelter," "repairing damages," "purchasing wood," or "obtaining water."

While in the Bay of Fundy I saw no British cruiser, except the one mentioned in my letter of the 6th of July. On the coast of Nova Scotia I saw not one American fisherman. I spoke almost every schooner that I saw, but they all proved to be from the small settlements on the coast, except an English schooner from Quebec, bound to Jamaica.

The American fishermen who have resorted to the Magdalen Island, have not, that I could learn, at any time experienced any interruption either from the cruisers, or from the citizens of any nation. They have taken their fish on the shoals around the islands, and, by agreement with the inhabitants, made (or cured) them on Amherst Isle, one of the groupe, loaded their vessels, and gone home; mutual harmony subsisting all the time.

On the Northwest coast of Newfoundland, not one American fisherman is to be found: they have been obliged to abandon all the fishing grounds around the island, in consequence of the vexatious conduct of the French cruisers, and the agents for the French fishing

establishments on the coast, who have driven them from the harbors, at times when shelter, if not absolutely necessary, was very desirable; not allowing them to procure wood or water, or even to take fish enough for their immediate use. This conduct operates with great severity on our citizens, as the best harbors in the Straits of Bello Isle are on the Newfoundland side, abounding in fish and bait, and affording great facilities for procuring wood and water. From this coast the ice clears at least a fortnight earlier than from the opposite one of Labrador, and hence, fish are to be taken here so much earlier. It was the custom of our fishermen, formerly, to take one-third, and sometimes one-half of their fares on the Newfoundland side, and thence cross to Labrador at as early a period as they can now commence their fishing. On crossing over to the coast of Labrador, American fishermen are to be found in great numbers, from Phillippiann Bay to Cape Charles; they have uninterruptedly pursued their occupation of taking fish, and only in one instance, that I could learn, has there been any demands made on them for the privilege of drying them on shore.

At Brasdor, a Mr. Jones, who claims to be proprietor of the surrounding rocks, has demanded from each American vessel, one, and sometimes two quintals of fish, for the privilege of drying them on shore: this has generally been acquiesced in cheerfully; some of the fishermen, however, complained to me, that they thought it an unjust exaction, because they doubted if Jones could prove his ownership in the rocks, they being separated from the main land. I conversed with Jones on the subject, and he promised me that he would procure from the proper office at St. John's, a copy of an official record, which would satisfy any doubts that might be entertained by the fishermen, or by any American officer, who might visit that place hereafter. My own opinion is, that Jones only excises a right that is clearly his; he resides at this place all the year, and is, therefore, an inhabitant, as well as proprietor of the soil.

There has not been so many vessels employed in fishing this season, as for several seasons past, and very few have gone further North than Cape Charles. At Greedy Island, where Captain Parker found twenty or thirty sail, I found but one; at Indian Island none; and not more than six altogether, have gone as far as 53° 30' north.

In all my intercourse with the fishermen, I have been at great pains to impress on their minds, that, while it is the intention of the Government to protect them in all their rights, it is, at the same time, bound to prevent them from trespassing on the rights of others; and that, I should feel it equally my duty to report any misconduct on their part, as to resent any injury done to them.

It gives me great pleasure to be able to say, that the conduct of all my officers has been perfectly satisfactory. I have, during a cruise made perilous by immense quantities of ice, thick, and almost constant fogs, inaccurate charts, and pilots unused to any vessel larger than a fishing smack, received from each, in his respective situation, the most zealous and efficient assistance.

I have the honor to be, Sir, very respectfully, your obedient servant,

W. B. SHUBRICK.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy, Washington.*"

U.

PAPERS IN RELATION TO THE GREEK SHIP LIBERATOR.

HOUSE OF REPRESENTATIVES,

May 10, 1826.

SIR: The Committee on Naval Affairs have instructed me to inquire of the Department of the Navy, whether the arrangements made by the Department, for executing the act of the 29th April, 1816, for the gradual increase of the Navy, would be injuriously interfered with, if the building of one of the frigates authorized by that act should be suspended for the present, and the timber for her frame secured, and the Government be authorized to purchase, in lieu of such frigate, for the Naval service, a ship of equal, or rather superior force, if the same can be procured for the United States on advantageous terms.

Your respectful and obedient servant,

H. R. STORRS,
Ch. Naval Committee.

HON SAM'L. L. SOUTHARD,
Secretary of the Navy.

Copy of a letter from the Secretary of the Navy to the Hon. Henry R. Storrs, Chairman of Naval Committee, House of Representatives, dated 12th May, 1826.

In answer to your letter of the 10th, I have the honor to state, that I do not perceive that the arrangements made by the Navy Department, for executing the law of the 29th April, 1816. for the gradual increase of the Navy, would be, in any respect, injuriously interfered with, if the building of one of the frigates authorized by that act should be suspended for the present, and the timber for her frame secured, and the Executive be authorized to purchase, in lieu of such frigate, a ship of equal or superior force. The timber may be so secured as to prevent any injury to it, and it will be necessary either for building or repairs, at some future period.

Copy of Instructions from the Secretary of the Navy, dated 29th May, 1826, to Commodores William Bainbridge, Isaac Chauncey, and Jacob Jones.

At the late Session of Congress, a law was passed, of which I enclose a copy.

It is understood that there are now lying at New York, two vessels coming within the description contained in the law, built by, or under the agency of G. G. & S. Howland, and of Le Roy, Bayard & Co.

It is the wish of the Department that you examine those vessels, with as little delay as practicable, and furnish a full report of their state and qualities. with an estimate of their value.

Copy of a letter from Commodores William Bainbridge, Jacob Jones and I. Chauncey, to the Secretary of the Navy, dated

WASHINGTON. 21st June, 1826.

We have had the honor of receiving your letter of the 29th ult.— We examined the two ships therein referred to, and think the one called the Liberator, the best adapted for the public service of the United States. Her size is that of a forty-four of the first class. She appears to have been faithfully built, though her frame, being of white oak, is, as respects the material, greatly inferior to that of the ships building under the law for the gradual increase of the Navy.

With respect to the “state and qualities” of this ship, we can only observe, that she is new and appears to be sound throughout—and from her form and dimensions we should judge favorably of her qualities.

We have carefully prepared, and now respectfully submit the accompanying estimate (A) as to her value, including her cannon and carronades, and such quantity of shot, (particularly mentioned in the estimate) as is allowed to a vessel of her class, about to proceed on a cruise of the kind stated in the inventory.

Copy of Instructions from the Secretary of the Navy, dated 12th August 1826, to J. K. Paulding, Esq. Navy Agent, New York.

I enclose to you an estimate of the value of the sixty gun ship, now lying at New York, said to have been built by Le Roy, Bayard, & Co. and G. G. & I. S. Howland, for the Agents of the Greek Government. By this estimate you will perceive, that certain materials for its equipment are embraced in the general amount. The legal title of the ship is now said to be in the arbitrators, who were selected to settle the controversy between the builders and the Greek Agents.

You are hereby instructed to place the papers before the district Attorney of the United States, for the State of New York, and obtain from him an opinion as to the right and power of the Arbitrators to transfer the title to the United States, should a purchase be made, and if it be his opinion that a good title can be made, you will obtain from him the papers necessary and proper to make the conveyance legal—and purchase said vessel from those authorized to sell it, for the amount of said estimate, viz : \$230,570 97.

You may permit the Agents, or owners of the other Greek vessels, to take from this, any articles which are on board, designed for its equipment, deducting from the amount of the estimate the estimated value of such articles as are taken.

Should you make the purchase, let the vessel be delivered immediately to Commodore Chauncey. The amount of the purchase money has been remitted to you by this day's mail.

It is desired, that not the least delay be permitted in concluding this transaction.

(A.)

Estimate of the value of the Ship of War the Liberator.

Wood of every description for the hull, with a live oak frame, would cost \$65,000. In this frame there are about 24,000 cubical feet. Live oak costs \$1 42½, and white oak is estimated at 60 cents, difference 82½ cents per cubical foot, \$19,800, deducted from the \$65,000, leaves	-	-	-	-	\$45,200 00
Iron, -	-	-	-	-	9,795 00
Copper and composition, -	-	-	-	-	27,140 00
Standing and running rigging, cables, hawsers, and messengers, per inventory, -	-	-	-	-	12,698 00
Chain cables. 75 fathoms of 1½" } 45 do. 1½" }	-	-	-	-	1,822 80
Boats, with oars complete, -	-	-	-	-	1,885 00
Water casks, 33,300 gallons, -	-	-	-	-	3,330 00
Blocks, -	-	-	-	-	5,000 00
Sails, -	-	-	-	-	17,000 00
Anchors, -	-	-	-	-	4,474 00
Labor of every description, -	-	-	-	-	55,000 00
Kentledge, 100 tons, -	-	-	-	-	4,000 00
Galley, -	-	-	-	-	2,000 00
Armament. 32, 34 pound cannon, -	-	-	-	-	13,566 00
3,000 32 pound shot, and 900 32 pound grape -	-	-	-	-	7,004 00
30 42 pound carronades, -	-	-	-	-	5,550 00
1,275 42 pound shot, and 500 42 pound grape, -	-	-	-	-	1,680 00
Gun carriages, and all the apparatus belonging to the armament, including the stores in the gunners' department, the magazine furniture, the forge, bellows, and all the articles belonging to the blacksmiths' department, per inventory, -	-	-	-	-	13,426 17
					<u>\$230,570 97</u>

Copy of a letter from Commodore Bainbridge to the Secretary of the Navy, dated 25th August, 1826.

We have had the honor of receiving your letter of 25th inst. with Mr. Constavlos, in which he claims an allowance for the masts and spars of the Liberator, as not having been included in the general estimate as to her cost.

On referring to the estimate, it appears that the wood of the masts and spars was included in the item of \$65,000: the terms "masts and spars" were inadvertently omitted in the heading of that item; that the iron, as stated by Captain Chauncey, was also included, but it appears that the labor of making the masts and spars was not included in

the general estimate for labor: we therefore think that the value of this labor should be allowed in addition to the amount of the general estimate. There is some difficulty in forming a precise estimate as to the cost of this labor, but we think that \$3,000 would be a liberal allowance—say three thousand dollars.

Copy of a letter from R. Tillotson, Esq. to James K. Paulding, Esq. dated New York, August 22, 1826.

I have examined the papers submitted to me in relation to the purchase of the ship *Liberator*. I find that the ownership of the property was legally acquired by the arbitrators, who propose to convey, and are of opinion they are competent to give a good title. The bill of sale to be executed by the arbitrators will of course be accompanied by delivery, and the register surrendered at the Custom-House by the parties.

Copy of a letter from Commodore Isaac Chauncey to the Secretary of the Navy, dated U. S. Navy Yard, New York, 28th August, 1826.

In pursuance of your order of the 12th inst. I took possession of the frigate called the *Liberator*, on the 23d inst. purchased by the Navy Agent, and this morning she was brought to the Navy Yard, where she is now moored.

W.

COPIES AND EXTRACTS RESPECTING THE AFRICAN AGENCY.

Secretary of the Navy to Dr. John W. Peaco, Principal Agent of the United States for liberated Africans, Washington.

NAVY DEPARTMENT, 28th Dec. 1825.

In virtue of the authority vested in him by the act of Congress, approved 3d March, 1819, the President of the United States has appointed you the Principal Agent of this Government “upon the Coast of Africa, for receiving the negroes, mulattoes, or persons of color, delivered from on board vessels seized in the prosecution of the slave trade, by the Commanders of the United States’ armed vessels.”

Your commission has been already prepared and delivered: and you will receive, herewith, a printed copy of the laws in relation to the slave trade, for your guidance.

The instructions heretofore given to those who have preceded you in the discharge of this duty, copies of which accompany this, will exhibit the views entertained by the Executive, respecting the general

concerns of the Agency, at the various periods at which those instructions were written, and you will regard them as a guide to yourself, on those points in which they have not been executed or altered, and in which the situation of the Agency has not been changed since they were given. Time, and the progress made in improvements, since its first establishment, have lessened many of its wants, and in some respects, varied its character.

You will perceive that all the agents have been particularly directed not to connect their views, or in any way to interfere with those of the Colonization Society. From the circumstance that they have been simultaneously clothed with powers, both from the Government and the Society, it has been found difficult rigidly to adhere to this part of their instructions, located at the same place for mutual defence and accommodation; and the resources of the Society sometimes falling short of the benevolent intentions of its supporters, the colonists have frequently been dependent on the supplies, furnished by the Government for the use of the liberated Africans, for their own sustenance; and the agents, from motives of prudence and humanity, distributed provisions among the settlers, to preserve them from want and dispersion; but in this the Government has probably sustained no loss. In return, the colonists have contributed their labor, in the erection of buildings and other improvements, and to the defence of the establishment from attacks, which, without their aid, might have proved fatal, and would certainly have required larger expenditures of money.

A question has recently been submitted, how far the Government is disposed to sanction such a practice in future. The original instructions contemplated, and authorized the employment of a certain number of persons as mechanics, laborers, nurses, washers, &c. as a means of affording some stimulus and encouragement to the colonists in the infancy of the establishment, and the colonists were properly used in that way. How far a continuance of this course will be found necessary, or may be justified, must depend on the condition of the Agency, and be determined by the discretion of the agent.

It is probable that Congress, in passing the law and making appropriations for carrying it into effect, did not anticipate that the expense of the Colony would rest upon the Government. It was presumed that the Society would furnish the means to meet the necessities of its own establishment. Such, however, has not been the case; but it is believed that they have gone to the extent of their funds, and it is probable that they have not now the ability to afford much further succour, should it be necessary. But, as the Agency cannot be sustained without the aid of the Colonists; as they will be found indispensable auxiliaries in case of attack; and as their services, both in labor and defence, will merit compensation, you are authorized, until further orders, to employ them in both, as you shall find expedient and proper, and to make them a fit allowance of provisions and supplies, as their necessities may require, and the interest of the Agency demand; but in doing this, you will use the strictest economy.

Supplies from this country must always be precarious, and you will not fail, on all proper occasions, to impress upon their minds the necessity of their utmost endeavors to support themselves by labor and the products of the soil, and of not being dependent upon your assistance, or any other resources.

For the purpose of protection against attacks from the natives, should any of them manifest a disposition to be hostile, it would be prudent, as a measure of precaution, to teach both the colonists and the liberated Africans the use of small arms. From their remote and insulated situation, they must rely on their own exertions for defence by land. It is to be hoped, however, that the increase of numbers in the settlement, their preparations and constant readiness to repel invasion, together with the occasional presence of a vessel of war, will deter the natives from any future attempts to molest them.

The necessity of keeping a military force in the pay of the Government, is not sufficiently apparent to authorize such a step, in the present condition of the colony, or without farther evidence of its utility. It is believed that the residents can be more profitably employed in the cultivation of the soil, and the erection of buildings, and other improvements, required by an augmented population. By organizing themselves into a local militia, for occasional drill, at stated periods, all the purposes of a military force will be obtained, without incurring the expense. It should not be forgotten by them, that, while they are acquiring knowledge in the science of war, they are creating a safeguard for their own protection, as well as for that of the interests of the Government. Heretofore the agency and colony have been mutually beneficial in this respect; without the presence of the colonists, the United States would have been subjected to greater charge for military protection, but without the assistance afforded by the Government, in maintaining the colonists, they could not have succeeded in their plans. It is very desirable that the re-captured Africans should remain at the Agency, so long as to require some knowledge of the arts and comforts of civilized life, but should any of them discover their nation and country, and desire to return to their homes, you will not oppose their wishes, but facilitate and promote them. For the large number of Africans, now in Georgia, who have been decreed to be restored to liberty, and whom, it is intended, to remove to the Agency, as soon as some preliminary steps are completed, it will be necessary to provide shelter and means of comfort on their arrival. It will be your duty to take immediate measures to prepare for their reception, as they will probably reach the colony by the time you are ready for them. Various buildings have, from time to time, been authorized, but their capacity for the accommodations of these Africans, in addition to those already there, cannot be determined, except by personal observation. A quantity of lumber, and other articles, has been purchased and shipped on board the Georgiana, and buildings have recently been erected with such materials as were on the spot. The plan fixed upon, by the Acting Agent, has no doubt been adopted as most suitable to the climate. The buildings must be finished in the simplest and cheapest manner.

It is understood to be the intention of the Colonization Society to appoint Mr. Ashmun their principal agent on the coast. He has had the active charge of the agency of the Government constantly since the resignation of Dr. Ayres, and occasionally previous to that event. He will be continued as your assistant agent. His salary was, heretofore fixed at 1,500 dollars, until the further orders of the Department, and will cease upon your arrival. He will be allowed, from that time, at the rate of 1,200 dollars per annum. From his long residence in Africa, his experience in the affairs of the agency, and acquaintance with the manners and habits of the natives, you will derive advantage, and, it is not doubted, that his cordial co-operation will be promptly afforded in all matters tending to promote the interest of the establishment.

You will keep very exact and minute accounts of all expenses of the agency, of every description, and, as far as it is in your power, separate those which arise from the provisions and support given to the *colonists*, from the other expenditures for the agency, for recaptured Africans. You will prepare quarterly statements of the condition of the settlement, its general health, and the progress made in the various departments, together with estimates of the wants of the agency, in advance, and care will be taken to supply those wants as early as practicable. Your accounts of expenditures must also be made out quarterly, and forwarded to the Fourth Auditor, for examination and settlement: prudence will dictate to you the necessity of taking duplicate or triplicate receipts for all payments. These you will transmit by the earliest conveyances. Whenever opportunities occur, by circuitous routes, for communicating with the Department, it would be well to avail of them, as direct ones are not frequent, and to send duplicates and even triplicates of all your communications, by different conveyances, and that no opportunity may be lost, you will be careful to have them regularly prepared, to take advantage of any conveyance that may offer. Commence your quarters with January, April, July, and October.

For the disbursements of the agency, and the purchase of supplies from transient traders, you will negotiate drafts upon the Department; and if it will facilitate the operation, or be any accommodation to the holders, you are authorized to make them payable wherever Branches of the United States' Bank are located. The sum of five thousand dollars, it is presumed, will be sufficient for the ensuing year. Should it be found more for the interest of the Government, or impracticable to dispose of drafts on the United States, you are permitted to draw to the amount of five hundred pounds sterling on Messrs. Baring, Brothers, & Co. bankers of the United States, London, with whom a credit will be established in your favor. For every bill you will transmit a letter of advice to the Department, stating the amount, rate of exchange, and necessity for drawing; and you will also advise Messrs. Barings, Brothers, & Co. of every draft on them.

A claim of long standing has been preferred by K. Macaulay, of Sierra Leone, which you will receive separate instructions to liqui-

date. In the event of your having to draw on London for the amount which may be due to him, your credit there will be extended to one thousand pounds.

The Navy Agent at Norfolk has been directed to pay, upon your requisition, for two boats, with the necessary appendages. The small arms, and other military stores mentioned, will be provided from the navy yard at Gosport. The hospital stores mentioned in the list furnished by you, you will purchase in Baltimore or Norfolk, on the best possible terms, and draw a requisition upon the agent there for the cost.

Your compensation has been fixed at \$1600 per annum, to commence from the first day of February last, and the further sum of \$500, which will be allowed for providing the small stores requisite for your convenience on the passage, and on your arrival.

It is intended, in a short time, to send to the coast of Africa, for a cruize, one of the vessels of war, and hereafter to send one at intervals of three or four months, should the situation of the service permit it. In this there will be two objects—to give countenance to the agency, and to repress the slave trade. Your duty in reference to them will be, to acquire and furnish to the commanding officers, all useful information in relation to these objects, and to give to our vessels all the assistance, especially in the medical branch of the service, in your power. Your skill may often be useful in advising, and aiding the medical officers, in cases of sickness.

You will proceed, as early as practicable, to Norfolk, in the execution of the trust reposed in you, by your appointment, and the duties enjoined by these instructions, to take passage on board the ship *Georgiana*, Captain Cornick, which vessel has been chartered by the Colonization Society for the purpose of taking a number of emigrants, stores, &c. to Cape Mesurado.

The remoteness of the settlement from this country, the difficulty and tardiness of communications, render it necessary to trust much to the discretion of the agent. Relying with confidence upon the exercise of a sound judgment, a strict attention to economy, and unremitting endeavors for the improvement of those placed under your care, my best wishes for your individual welfare are united to those of a large portion of this nation, who look forward with earnest hope for the success of this beneficent undertaking.

Secretary of the Navy to Jehudi Ashmun, Esq. Cape Mesurado, (Africa.)

NAVY DEPARTMENT, 31st Dec. 1825.

Since my letter to you of 25th January last, I have received your several communications 15th, 20th, and 25th January; 11th and 22d February; 1st and 5th April; 15th June and 22d August, with their respective enclosures, the contents of all which have been duly noted.

Your representations of the situation of the Agency and Colony afford a pleasing proof of the increasing strength and improvement of

the establishment, creditable to your zeal and the industry of those under your charge. The recent appointment of Dr. Peaco, as principal agent of the United States, will supersede that previously conferred on you, and your salary as such, will cease from the time of his arrival. You will, however, be continued as his assistant Agent, and allowed a compensation at the rate of \$1200 per annum.

I have no doubt that you will render Dr. Peaco, all the assistance in your power, and that from your long residence in Africa, and acquaintance with the natives, you will be essentially useful to him.

I have directed the Fourth Auditor to furnish a statement of your account, which will accompany this: your Salary has been calculated to the present day, and the balance that may be due will be paid to the Rev. Wm. Hawley, as your Attorney, or in any other manner you may direct.

Secretary of the Navy to Hon. John Marshall, Chief Justice of Supreme Court, Richmond, Virginia.

NAVY DEPARTMENT, 5th January, 1826.

I have received your letter of the 1st instant, requesting information concerning the negroes in Georgia, which were on board the Gen. Ramirez. Arrangements were made last Summer for carrying into effect the decision of the Supreme Court, by transmitting its mandate to the United States District Attorney in Georgia. Some difficulty has arisen in consequence of the Spanish claimant insisting that those decreed to be delivered to him, should be determined by lot, instead of by proof on each individual negro. On a reference of the question to the Circuit Court, there was a division of opinion, and it was determined to submit it to the Supreme Court. This will cause some delay in the delivery of the Africans to the United States, many of them had been brought into Savannah, by those to whom they were hired, and put into the custody of the Marshal, and the rest were soon expected.

Dr. Peaco, the Agent appointed by the Government, will take passage in the vessel chartered by the Colonization Society, which it is supposed will sail soon, and has been instructed to prepare for their reception. Immediately on his arrival, no time will be lost in sending these Negroes to the Agency, after the Supreme Court shall have decided upon the mode in which they are to be allotted.

Secretary of the Navy to R. W. Habersham, Esq. United States' Attorney, Savannah, Georgia.

NAVY DEPARTMENT, 3d January, 1826.

I have received your letter of the 22d ultimo, respecting the proceedings in the case of the negroes of the Ramirez. That portion of it

which related to the decision of the Spanish rights by lot, created surprise, as it was supposed that the question had been clearly settled by the opinion of the Supreme Court. But, in the present situation of the case, all that can be done is to expedite the settlement of the question, and the collection of the negroes, as much as possible; and I have only to request the favor of your active attention to every part of the case, and that I be constantly advised of the progress which you make.

Secretary of the Navy to John Nicholson, Esq. Marshal of the District of Louisiana, New Orleans.

NAVY DEPARTMENT, 10th January, 1826.

I have received your letter of the 7th ultimo, enclosing copy of one of 23d July, the original of which was also received in due time, but no directions were given at the moment, presuming that the necessary steps would have been taken to have the Africans brought to trial before the answer could have reached you.

I have written to the District Attorney of the United States to adopt such measures as may seem proper to bring the subject before the court for decision, and to consult with you upon the course to be pursued. In the mean time, if the Africans can be hired out to humane and discreet persons, giving bond for their appearance when called for, it would be best to do so, to avoid the expense of their maintenance; otherwise they must be provided for, and taken care of, until the decision of the court.

In the event of their being hired, you will submit to the Department an account of such moneys as may be received for their labor, and the cost of their support from the time of seizure; also, a statement of your other proceedings in relation to them.

Secretary of the Navy to J. W. Smith, Esq. United States' District Attorney, New Orleans.

NAVY DEPARTMENT, 10th January, 1826.

I am informed by the Marshal at New Orleans, that a number of Africans have been seized by the Revenue Officers, in an attempt to introduce them into the United States contrary to law, on board a schooner called the Fell's Point.

I have to request that you will take such measures, in conjunction with the Marshal, as may seem necessary and proper to have the Africans brought to trial before the United States' District Court, and inform me of its decision as soon as it may be made known.

Nothing can be done, as to their final disposition, until the decree of court determines to whom they are to be delivered. Your early attention to the subject is particularly desirable.

Secretary of the Navy to R. W. Hubersham, Esq. United States' District Attorney, Savannah, Georgia.

NAVY DEPARTMENT, 10th August, 1826.

It is extremely desirable that something should be done towards removing the Africans of the General Ramirez out of the country, as the expense of their maintenance will soon absorb the amount appropriated by Congress.

It is understood that the Supreme Court determined the mode in which the division was to be made among the claimants, and it can now only remain for the Circuit Court to give the necessary order.

Will you be pleased to inform me what has been done since the last term of the Supreme Court, and whether there is anything absolutely to prevent the delivery of the Africans. If only a part of them could be sent off, it would reduce the expense of their support. I also wish to ascertain what is their present situation, and if an arrangement cannot be made with the Portuguese claimant for the delivery of a portion, or the whole, without an order of Court, should it be impracticable to obtain it immediately.

*United States' Agency for liberated Africans, }
Cape Mesurado, October 14th, 1825.*

SIR: I have the honor to state that an unexpected event has augmented considerably the number of liberated Africans connected with this agency.

The Spanish schooner "Clarida," of about eighty tons, Capt. — master and supercargo, with an assorted cargo, adapted to the slave traffic of this coast, owned by several merchants of Havana, names unknown, sailed from that port on the 30th of May last, having on board a crew, including officers, of two to twenty-five men. Ostensibly she was, in all respects, regularly documented, except the specification in her clearance of the objects of her voyage, which is disguised under the general phraseology of "trade in the productions of the country."

This vessel arrived in Liberia bay early in July, and about the 20th of that month, having contracted with several native slave dealers of the neighborhood for 140 slaves, to be delivered in three months, commenced landing her cargo, at a town sixteen miles to the Northward of this cape, belonging to an intelligent head man, who passed by the name of Yellow Will, in the territory, and subject to the jurisdiction of King Bristol.

About the first of September, merchandise equal in value to the purchase of one hundred slaves had been sent ashore, and nearly all distributed under the direction of the two chiefs already mentioned. Before the 20th she had lost both her anchors; and to sustain her ground was obliged constantly to stand off and on, under easy sail, at about two leagues from the shore.

The Captain had remained at the factory from the first ; but falling sick late in September, went on board on the 30th of that month ; leaving in his place, to conduct the business of the factory, his mate, Zugaste, assisted by two seamen of the names of Juliana and Baptiste. The Captain, who had been some time ashore, preparing light spars to accelerate the return voyage of the schooner, also remained.

On the 5th of October inst. the English merchant hermaphrodite brig "Tom Cod," of Bristol, Eng. Capt. Potter, a well known trader on the coast, standing down the bay from Cape Mount, fell in with the "Clarida," off Digby.* The schooner, after standing along a short time in the track of the Englishman, hailed and demanded, "where bound," was answered, "to Mesurado," and continued on about half a mile astern of the "Tom Cod," until the latter vessel cast anchor in our roads, at one o'clock on the same day. The Englishman running up his ensign on coming to an anchor, was answered by the hoisting of the Spanish flag on board the "Clarida."

The Spaniard lay by until half past six, P. M. when, approaching the "Tom Cod," under cover of the night, (which here commences at that hour) sent her boat with twelve armed men alongside, who instantly boarded, but without offering any violence.

They inquired if they could be furnished with an anchor, and stated that they had had the misfortune to lose their own. On receiving a negative answer, and having accurately examined the force of the brig, they all went on board their own vessel, declaring at the same time, that "an anchor they must have, and might as well perish in fighting for it, if they could not obtain it by other means, as to be lost for the want of one."

At seven, the Spaniards came abreast of the brig, at half pistol shot distance, and ordered the officer of the latter to weigh his anchor. With this order, the mate, who in the absence of Captain Potter ashore had charge of the vessel, refused to comply ; when the Clarida fired two shots in succession into the Tom Cod from a long revolving nine pounder ; and, immediately after, sent eighteen armed men on board of her, who took possession, driving her crew forward, and forcing them to weigh their anchor and make sail. Both vessels then stood out together two leagues, when the anchor of the brig was let go in 18 fathoms. All these operations were directed by the Spaniard, who had taken his station on the quarterdeck of the brig. The vessel was also steered by a Spaniard ; but worked by their own crew, who acted from compulsion ; the pirates being ranged fore and aft, with their arms in their hands.

A communication was now formed, by means of a strong rope bent to the bight of the Englishman's chain cable, and taken on board of the Spaniard. The end of the chain thus secured was then slipped, roused aboard of the Clarida, and bent to her windlass.

The Tom Cod was detained by another anchor, let go for the purpose, till four o'clock on the morning of the sixth ; when the pirates,

*Bristol's territory, commencing ten miles, and extending twenty, from Cape Mesurado, is distinguished by this name.

after plundering her cabin and deck of a variety of articles, left her, went aboard of their own vessel, weighed the anchor which they had taken from the brig, and made sail. The brig being thus liberated, weighed her anchor, stood back to Messurado roads, and made the agent acquainted with the transaction, at four o'clock on the same evening.

Having received the testimony of six individuals, all going to prove the piracy and identify the Clarida, and obtained of Capt. Potter the use of his brig to punish the pirate, I dispatched a messenger on the morning of the 7th, to all the native chiefs to the northward of the Mesurado, to assure them that whatever military movements might be necessary for me to make along the beach, none was to be directed against them; and that it was expected on their part, that they were to interfere with those movements in no way whatever.

The military of this colony is organized into a corps of Independent Infantry, consisting of thirty-six young men, and a corps of Artillerists, consisting of forty-eight. From the former, I made a requisition of twenty-five men, to act under Capt. James C. Barbour, their commander, and their other officers. Twenty-two Artillerists, under Captain F. James, the commanding officer of their corps, at my request, volunteered to attend me on board the Tom Cod.

I then gave Capt. Barbour written instructions to proceed the same evening with his force, taking two days provisions, to the mouth of the St. Paul's, five miles; sending one division by the Stockton, in boats, and conducting the other along the beach, encamp at the place of rendezvous till daylight on the 8th, and then advance by the beach upon Digby, awaiting further orders which I was to send him from the brig.

But should the brig by any accident fall into the hands of the pirates, or pursue her out to sea, he was to seize upon the factory at Yellow Will's, and make the best of his way back with the prisoners, slaves, and property captured in it. In this young officer's prudence and intrepidity, and in the exact discipline and firmness of his men, I knew I could entirely confide.

With the twenty-two volunteers under Capt. James, I went on board the Tom Cod at four o'clock, taking along two carriage guns, and a suitable provision of ammunition, belonging to the agency. Of these brave fellows, eight had, on two former occasions, fought at my side for nearly three hours, in our bloody conflicts with the natives; and I knew they would all follow wherever it might be necessary for me to lead them. Their number was greater than the crew of the Spaniard by six men, and our weight of metal considerably superior; so that there is little doubt, had we fallen in with the pirate, that she must have been taken. But it was not our lot to engage him.

During the night I had brought the brig to the windward of Digby, upon which we bore down, under the American flag, at daylight on the morning of the 8th, ready for action. The morning was thick, and it was not until half past one o'clock that I was able to ascertain the absence of the Clarida; whom I afterwards learned, had not

communicated with the shore, nor been seen from Digby, since the robbery of the brig.

Capt. Barbour's division having now arrived. I landed with five men through the surf, ordering the brig to lie off and on, till she should receive a signal to return to Mesurado; and at a few minutes past nine, entered Yellow Will's town; but found the factory abandoned, and the slaves and nearly all the property gone. I soon learned that the whole had been conveyed across Poor river, a broad and deep stream, which has its course parallel with this part of the coast, and at only two miles distant from it.

Messengers were immediately despatched to King Bristol and Will, conveying my friendly assurances; but insisting on the immediate delivery of the Spaniards, and all the slaves and property belonging to the factory, into my hands. In reply I was *openly* informed, that both refused to comply with the demand, but assured *secretly*, by one of the headmen, that the King was willing to see me seize upon the concern, provided the business could be so managed as to save the appearance of treachery to their customers, on the part of himself and his people.—I perceived the force and intention of this hint at once, and took my measures accordingly.

After a personal interview with Bristol and Will, I returned, and with twelve men, crossing the Poor river in a small canoe which could carry but four men at a time, soon obtained possession of the Spaniards, at a town situated a short distance from that in which the wreck of the factory was concealed.

In the mean time I had perfectly informed myself of the exact state of the concern at that time.

Two of the four Spaniards left ashore were ill. Goods of the value of ninety slaves had been already advanced to the country dealers, on which only fourteen had yet been received at the factory. Goods equal in value to about six hundred dollars only, remained in the factory on the morning of the 8th, when, in the confusion caused by the alarm at daylight, nearly the whole had fallen into the hands of the country people; who, under color of assisting the Spaniards to secure their goods, had carried them off. But the fourteen slaves had been preserved.

None of the four Spaniards now in my custody were on board the Clarida at the time of her committing the piracy of the 5th, nor had communicated with her since that act; and there was not even presumptive proof that the character of the vessel was piratical by the laws of Spain, previous to the perpetration of the robbery of that date.

The slaves and all the property remaining, were surrendered into my hands by the mate, Zugaste, at three o'clock, on the 9th, and the four Spaniards discharged from custody on the grounds just stated.

A part of the goods, as per the accompanying statement, amounting to forty-three dollars, was restored to the mate, for the purpose of subsisting himself and his companions, till an opportunity should offer to take passage for some other part of the world.

After several other deductions for expense, as per the same statement, the residue, amounting to \$91 50, was equally divided between

the captors and the United States, as had been promised to the people previous to their engaging in the expedition. The nett balance remaining to the agency after all charges and demands paid, is \$5 34½ cents, which has been deposited in the public store, to be applied to the expenses of the agency for liberated Africans.

The English brig was restored to her own Captain, and, after landing the guns and colonists at Monrovia, proceeded on her voyage in the night of the 8th, and myself, with the detachment of infantry, bringing in safety the liberated slaves and merchandise, arrived in town on the 10th. The weather had been exceedingly rainy, and the return of the detachment was delayed a day, in consequence of two of the poor slaves, unable to comprehend the intention of the interposition, which had so suddenly broken their irons and given them their freedom, having absconded under the cover of the night, and secreted themselves in the woods. But I have the satisfaction of announcing their speedy recovery; and that the whole number, consisting of one boy of eleven years, eleven youths between fifteen and twenty-two, one man of thirty-eight, and one woman of about twenty years, in all fourteen persons, are now, through the munificence of the United States Government, and the active zeal of the settlers, decently clothed, comfortably fed, and introduced at once to the blessings of liberty, Christianity, affectionate friends, civilized life, and a permanent and peaceful home. I procured an engagement to be entered into by the country authorities, the observance of which may be depended upon, to suffer their people to communicate no more with the Clarida, in the event of her returning; and in no case whatever to furnish her with a single slave. That vessel may indeed escape capture, as I have no craft large enough to take her, but she is thus sure to lose her cargo and voyage.

A quantity of spars belonging to the schooner, found at Will's place, were burnt; and the rice collected at the factory, which could not be conveniently brought off, was distributed among the natives.

Most of the poor beings restored on this occasion to liberty, are natives of countries situated at a distance in the interior of Africa; had been several months in irons when liberated; and are in a very emaciated and miserable state. Their gratitude to their deliverers is unbounded, which they delight to testify by every mode of expression in their power. I have, by a temporary disposition, connected them in couples with the families of the most humane and respectable of the settlers, where they will remain until their health shall have been re-established, and they have acquired some knowledge of our language, and of domestic life among a civilized people. Before these objects shall be accomplished I hope to have prepared a new range of houses, already considerably advanced, at Thompson Town, for their reception.

In this little expedition, it gives me great pleasure to state that not a musket was fired, not one untowardly accident occurred, not a point of duty was neglected or otherwise than most handsomely performed by the officers—not an instance of disorderly conduct was ob-

served among the 54 men who composed the force employed on the occasion. The order for respecting the persons and property of the natives was so punctually obeyed, that, by their own declaration, and to their utter astonishment, not a fowl nor a plantain was taken, nor even hut entered, except with consent, by the people, even in Will's Town, which was entirely deserted of its inhabitants, and in which the whole body encamped for 48 hours.

I have, since my return, already received from the country Princes several deputations conveying their thanks for these substantial proofs of my friendly disposition towards themselves, even where it became necessary to carry the arms of the settlement into the heart of their country. The policy which, in the face of some opposition, and much misrepresentation, from such as were incapable of understanding it, I have for nearly four years most scrupulously observed, in all my intercourse with the People of this country, has been that of justice, sincerity, mildness, and firmness: and its success has on this occasion appeared to be complete. I never menaced them with an empty or unnecessary threat; never failed to carry into full effect an intention once announced, and never forfeited my word. While a similar policy is persisted in on the part of this establishment, I do not hesitate to assert that no reasonable demand made by it on the native authorities will be refused.

In these remarks I have in view the introduction of a measure, on the part of the United States, for which, I believe, the time has arrived, of which the object shall be, entirely to abolish the slave-trade, with the concurrence of the native authorities, along a given line of coast contiguous to this Agency. But the particulars of this plan it is proper to defer to a distinct communication. The object, if it can but obtain the sanction of the United States Government, is practicable; and all the means necessary to effect it are on the spot.

Nor can I, in closing this communication, suppress the mortifying fact, that, whenever the American flag is displayed at this Agency, it literally waves over, and, I can add, *affords protection to*, a slave factory, established in the immediate neighborhood. In the short expedition just terminated, it was with emotions of indignation which it was impossible to repress, and idle to indulge, that I was obliged to conduct the little force under my command past two slave factories, of which the most distant is only five miles from the Cape. We heard the clanking of fetters as we marched along, and were annoyed with the groans of human beings who had lost their freedom without their fault—but, as their tyrants, who regarded us with folded arms, and a leer of barbarous exultation, had not committed piracy, according to the Spanish definition of the crime, it was not in my power to interfere for the relief of the one, or the punishment of the other.

Respectfully, Sir, I have the honor to remain,

Your obedient and humble servant,

J. ASHMUN.

To the Hon. S. L. SOUTHWARD,

Secretary of the U. S. Navy, Washington.

U. S. AGENCY FOR LIBERATED AFRICANS,

Cape Mesurado, October 25, 1826.

SIR : I had the honor, in my last, of the 14th instant, to detail the circumstances connected with the capture of the slave factory, belonging to the piratical schooner "Clarida," at Digby, and the liberation of fourteen miserable slaves found in that iniquitous establishment. It is with pleasure that I have to subjoin to the communication of that event, that of the liberation and safe arrival at this Agency, of six more unfortunate persons of the same description, all men, and, except a single child of nine years, between the ages of eighteen and thirty years—who appear to have belonged to the same concern.

It will probably be in the recollection of the Honorable Secretary that the "Clarinda," after perpetrating the robbery of the 5th inst. immediately disappeared from this part of the coast. She has not since been heard from ; having abandoned her factory, and three seamen left on shore at Digby, as stated in my letter of the 14th. These persons, I had, in the exercise of my duty, entirely deprived of the power of effecting any further purchases in the line of their inhuman traffic ; but did not consider myself authorized to take them into custody. They have accordingly since remained at Will's Place, under the pretext of awaiting an opportunity to return to Spanish America.

But, on the 20th, information was brought me of the delivery of several slaves at the factory, by dealers living at a distance in the interior. On strict inquiry, I soon ascertained the fact to be as reported, with the additional circumstance, that a collusion was carrying on between Yellow Will and the Spanish factor, having, for its object, the sale of the slaves in the name and right of the former, who was to share the proceeds, at a French factory on the St. Paul's.* To the practice of this deception the parties had been induced, in the hope of evading an engagement, by which I had previously obliged them to be in no way assisting in the collecting and transportation out of the country, of any of the slaves bargained for, or that might be bargained for, by the "Clarida." No time was accordingly lost in concerting the means of preventing the probable effects of this unprincipled combination, and rescue its intended victims from the power of their mercenary oppressors.

On the 25th instant, I ordered Captain Barbour to make a requisition for twenty-five men, or accept a voluntary tender of that number, from his corps of Infantry. Then he was, at sunset of the same day, to march under arms to the mouth of the St. Paul's, where he was to arrive at 5 o'clock the same evening, and expect further orders. The object of the expedition was not divulged.

At 2 o'clock, P. M., taking a boat's crew of natives, with a guard of three men only, in a plain dress, I proceeded by way of the Stockton to the St. Paul's ; and, after calling at the town in which the

* Distant fifteen miles from Cape Mesurado.

French factory is established, and familiarly paying my respects, as I had often done before, to the proprietress of the place, with a view to allay any excitement which might grow out of the subsequent movements, I dropped down to the place of rendezvous, at the mouth of the river, at half past six. Captain Barbour and his followers arrived punctually at eight. At ten o'clock, having fresh instructions, he passed the river, and conducted his men without halting to the place of destination, where he arrived at two, on the morning of the 26th. and had posted the sentries on all the avenues communicating with the town, before the inhabitants were apprized of their situation. The slaves, seven in number, had been conveyed away to a place of concealment two hours before, in consequence of information of our movement having reached the place at that time, which, I regret to add, had been communicated to a native, through the officiousness of some misguided member of the Colony.

In consequence of this accident, and of the various obstacles to the recovery of the slaves which it gave to the ingenuity of the interested native Chief, occasion to throw in the way of the spirited young officer who conducted the party, one of the captives escaped into the bush, from the hands of his unknown liberators and friends, and the surrender of the other six did not take place till ten o'clock on the same morning. They were at the time cruelly pinioned, and several of them enduring, from the enflamed and swollen limbs, the severest torture. The child was in so emaciated a state, as to make it necessary for one of his most robust fellow sufferers to carry him on his shoulders.

The whole party returning, arrived at Monrovia, in safety, after a most fatiguing expedition of twenty-five hours; in which all, except myself and a guard of seven men only, including the boatmen, had, without sleep, performed a forced march of thirty-five miles, through a pathless country, of which one half was traversed in the depth of night, and the other under the full power of an African sun.

It gives me pleasure to add, that such a cheerful zeal in the cause of African emancipation animates this little corps, that not a murmur of impatience was, during the whole time, heard in the ranks. So inured are the men to the climate of their adopted country, that not an individual has suffered in his health from the extreme exposure and fatigue of the expedition; and in such handsome military style was the affair conducted, that the very inhabitants of the country through which the route of the party lay, were scarcely apprized of the movement, before its termination in the return of the people to their homes.

Respectfully, Sir, I have the honor to be,
Your most obedient and humble servant,

J. ASHMUN.

The Hon. SAMUEL L. SOUTHWARD,
Secretary of the U. States Navy.

AGENCY, October 28, 1825.

SIR: Having this morning renewed an agreement with the principal native slave dealers, among whom the cargo of the "Clarida" has been distributed on credit. of which the object is—to prevent the sale and transportation out of the country. of the slaves due to that concern, I hasten to communicate the particulars. in the hope that the part I have taken may be considered as within the spirit of the instructions under which I have the honor to act.

I am far from regarding myself as authorized to interfere, in ordinary cases, in that branch of the naval service of the United States, which is directed by express acts of Congress. and under specific instructions from the Supreme Executive. against the slave trade. From such interference I have carefully abstained. even when it has been in my power to operate against the traffic as carried on by Americans. and with every prospect of success.

I justify the recent exertion of the military force under my control, in the affair of the "Clarida," on the broad principles of natural law, which confers. even on private individuals. the right of self-defence against the violence of the outlaws and enemies of the human race. In the exercise of this right, which, in the actual situation of the settlement. I cannot help considering rather in the light of a serious duty, twenty slaves. without legal owners. have been thrown in my way; together with the right of controlling the purchase of from forty to eighty more: the number actually bargained and paid for, by the piratical schooner, being one hundred.

I regard myself as undoubtedly possessed of the right to control these purchases; but, without resorting to expedients, my actual power to do so is extremely limited. For the dealers in the interior hearing of the destruction of the factory. and under a strong temptation, after converting the goods received into slaves according to the contract. to send them singly to Cape Mount. Gallinas, and other slaving stations, and there dispose of them for their own benefit.

The coast dealers, over whom I can exercise some control, are under an equal temptation to violate their engagements just entered into with myself. to deliver the slaves to the agent at this place; and by collusion with inland dealers. have it in their power so effectually to cover any indirect practices in the matter as to prevent their detection. And this, in my opinion, they are certain to do, if the motives employed to assure their honesty are addressed only to their fears.

Hence, I am reduced to the alternative either to relinquish the hope of rescuing from perpetual bondage the whole of the eighty slaves purchased. or to be purchased, with the cargo of the schooner, and who are not yet delivered, or to engage to pay, on their safe arrival and surrender to the United States, at this agency, a small reward.

The latter is the course pursued. I have fixed the reward at ten dollars each. the lowest sum which. after paying for the safe-keeping and conveyance of the slaves to the cape, will offer an inducement

sufficient to counteract the temptation to send them off to a market where their full value may be realized the second time.

Under all the circumstances of this case. I beg leave to state, that, in stipulating the payment of this small sum. I have acted in the confidence that the object is virtually embraced in the appropriations made under the act of Congress of March 3d, 1818 in addition to the acts prohibiting the slave trade." The sums necessary to be advanced for these ransoms I shall, however, pay, in the first instance, out of my own pocket, and present an account of the same, which I trust will be refunded by the Government of the United States.

I have also to submit, whether the bounty allowed by 4th section of the same act, to such as aid in the liberation of the slaves unlawfully detained in bondage, of fifty dollars for every negro, mulatto, &c who shall be delivered to the marshal or agent duly appointed to receive them, is not, in *substantial justice*, and may not be considered as *legally due* to the captors of the twenty individuals whose liberation is the subject of this communication. In my opinion effects much more important than the value of the money itself, might follow from the payment of this bounty, either to the managers of the American Colonization Society, or to the militia employed in the rescue of the slaves.

Respectfully, Sir, I have the honor to be
Your obedient humble servant,
J. ASHMUN.

The Honorable Mr. SOUTHWARD,
Secretary United States Navy.

U. S. AGENCY FOR RECAPTURED AFRICANS,
Cape Mesurado, December 8th, 1825.

SIR : I have the honor to state that another unforeseen occurrence has placed at my disposal the large additional number of *ninety-nine* Africans, whom I caused to be released from their irons this morning at 8 o'clock ; and whom I judge to be proper objects of the beneficent provision made by the Government of the United States for persons liberated from illegal bondage, under the laws for suppressing the Slave Trade.

On the 4th of November, four of the men liberated at Digby on the 9th of the preceding month, impelled by that innate love of country, which none of the vicissitudes of life can extinguish in the human bosom, deserted from the establishment passed the Mesurado river, and disappeared in the boundless woody region which extends to an unknown distance in the interior.

Knowing that if not speedily brought back, they must inevitably terminate their desperate enterprise in hopeless slavery, I had recourse, without delay, to every means for their recovery which promised to succeed, but to no purpose. Intelligence of their desertion, with the offer of reward for their restoration, was immediately con-

veyed to the different tribes in friendly correspondence with the settlement, but no information was had of the fugitives before the 5th inst. when I received, from a source entitled to credit, intelligence that three of their number had been reduced to slavery and loaded with chains at the French Slave Factory, on the St. Paul's, five miles (direct distance) from the Cape.

On the morning of the 6th I despatched three men to demand the deserters in the name of the United States; and to inquire by what means they had fallen into the hands of the Factors.

The demand was evasively replied to; but, in answer to the inquiry, it was stated that two Frenchmen, agents resident at the Factory, had bought them. I then instructed the messengers charged with the order, to repeat it; they did so, but with no other effect than to draw from the two factors a written declaration of their purpose to detain the people indefinitely.

Finding the recovery of the men by mere rational methods too doubtful to justify any further delay, which, as a French schooner was lying near, ready to receive slaves, might subject them to be transported in a very few hours forever beyond the reach of the Government of the United States; and obliged to regard the ground taken by the Factory as that of virtual defiance, which justified, from a growing concern founded in avarice and iniquity, the apprehension of eventual consequences fatal to the benevolent objects of this Agency, I had no hesitation in resolving upon the unpleasant duty of forcibly subverting the establishment altogether.

Capt. James C. Barbour, of the Infantry, with eighteen men, was accordingly charged last night at 9 o'clock with the accomplishment of this service. Two boats were provided, in which this little force embarked at two o'clock this morning.

Ascending the Stockton, they arrived on the St. Paul's at day break, twenty minutes afterwards the men were landed at the Factory. In ten minutes the slaves to the number of *forty-three* men, *thirteen* women, and *forty-three* children of both sexes, (in all 99.) were in the custody of the officer, and in full march along the beach for Monrovia. The boats received the invalids and feeblest of the children, and stood along shore at no great shot distance abreast of the party advancing by land. The whole arrived safely at Monrovia at eight o'clock the same morning, just six hours after the setting out of the party, and *eleven* only after the first intimation given to the officer who so handsomely conducted it, that its services would be required.

Of these people, ninety-seven are in perfect health, two only in a feeble condition, caused apparently by rigorous treatment.

Respectfully, Sir,

I have the honor to be
Your obed't serv't.

J. ASHMUN.

P. S. In the number of persons rescued are included the three deserters.

The Hon. SAMUEL L. SOUTHARD,

Secretary of the U. S. Navy, Washington City, U. S.

DECEMBER 11th, 1825.

SIR : Subjoined to my letter of the evening of the 8th instant. I beg leave to communicate certain facts relative to the French slave trade, as carried on at the present time from this coast, and of which, without a vigorous influence exerted by other Governments, no hope of a speedy termination can be rationally entertained. My situation every month throws in my way some intelligent subjects of France, of whom, some are interested in the continuance, and others actually engaged in the suppression of the slave trade ; and, I regret to say, that both concur in the opinion, that the true point of policy in their Government, *at present*, requires a regulated continuance of the trade and which the Ministers of Government are too wise not to perceive.

That the demand for the products of tropical countries, in France, is much greater than can be supplied from their inconsiderable colonies, either in America or the East Indies ; that, without foreign colonies, the nation can never have a productive foreign commerce, nor come to realize the various objects of advantage growing out of it.

The Province of Cayenne offers a boundless extent of fertile territory, but thinly peopled, and, in consequence, uncultivated and unproductive. According to the ancient prejudices, laborers can only be obtained, to subdue and bring out the resources of this country, from the Coast of Africa. But, how to evade the stipulations of the solemn treaties of the Government, so as to save appearances, and, at the same time, subject the trade in which those laborers are to be procured, to that perfect surveillance, for which the police and revenue system of France, beyond those of almost any other nation, are distinguished. To combine these conflicting objects in one system, is the result of some political inquiry, and is thus attempted. All outfits to the Coast for this trade, are understood by the merchants of France to be prohibited *by a particular injunction*, and absolutely impossible to be made from any other ports of the empire, except St. Malois and Nantz—vessels cannot obtain clearances for these voyages elsewhere. But, no difficulty, it is equally understood, is ever to be encountered at the Custom-houses of these ports—*particularly* of the latter, where it is reciprocally understood, that clearances given to vessels to proceed to Africa for general cargoes, and thence to the Colonies, authorize such vessels to traffic for, and transport to the latter, cargoes of slaves, and nothing else. The Colonial authorities of Gaudaloupe, Martinique, Cayenne, &c., observe a perfect concert of action with the Officers of the two ports in France already named ; and, by admitting slave cargoes to entry, duty free, in effect, pay the merchants a bounty on such cargoes.

The extent of the trade is, by this arrangement, better known even in France itself, and prevented from being even suspected by the other Governments of Europe, except as ascertained by its operations, observed on the Coast of Africa and in America ; and comes to

be as exactly controlled and regulated by the Ministry, as any other branch of commerce carried on from French ports. But, still further to save appearances, and guard the trade against interruption by foreign Powers. France makes the Coast of Africa one of her important Naval stations. From four to eight of her vessels of war, mostly corvettes and brigs, rendezvous every year at Goré with instructions to their commanders to pursue and suppress the slave trade. The interference of any foreign Power in the service somewhat ostentatiously assigned to this Naval force, it is but too well known that France utterly declines, in any degree, to consent to, or tolerate. It is refused, not only as impolitic, but as unnecessary. It might, indeed, be both, were not the instructions under which her commanders act, in all cases, carefully made out in exact accommodation to other parts of the artificial system, of which it is certain that this display of force forms a part. No cruiser is authorized even to subject to detention a slaver found on the coast, in whatever stage of his voyage, unless slaves are actually found on board the latter vessel at the time of her examination.

M. L'Achelier, the intelligent commandant of a detachment of the Goré station, assured me, in January, 1825, that, between Cazamanga and Cape Palmas, in the short period of six weeks, he had visited forty-five vessels, of whose bad character, the testimonies seen on board of them were conclusive: of these forty-five, twenty-two were Frenchmen from Nantz and the Colonies, of which his instructions clearly forbade the detention of more than five.

In April ensuing, I received the information from a perfectly authentic source, that, of the five vessels sent under these circumstances for adjudication before the Naval tribunal at Goré, only *one* was condemned; and M. L'Achelier amerced in damages for the detention of the others, to three times the amount of his property.

The factors Vieux Pierre & Millot, whose establishment on the St. Paul's was broken up on the 8th, having announced their intention to appeal to the Government for redress, resting their claims on the principle which it has set up, never to suffer the interference of a foreign Power, either in the measures which she has thought proper to take for suppressing the trade, or in the punishment of her subjects for any supposed infraction of the municipal and commercial laws of France.

But, as I have assumed in justification of my procedure neither of these grounds, but the necessity of rescuing immediately from slavery, for the prevention of a greater and absolutely remediless injury, the subjects and protégées of the United States unlawfully sold and detained in bondage—and, of abating a nuisance which foreigners, without the color of authority, had obtruded upon our own territory, (for the lands actually purchased of the nation comprehend the whole left bank of the St. Paul's, on which the factory stood)—I am confident, that such a claim will never be prosecuted to my own Government, or, if so urged, must be forthwith discontinued as soon as it merits an investigation.

Any testimony, necessary to elucidate or establish the facts contained in my official report of the transaction, in my power to obtain, shall be cheerfully furnished, on a requisition from his Excellency the President of the United States, or the honorable Secretary of the Navy.

Respectfully, Sir, I have the honor to remain,

Your obedient servant,

J. ASHMUN.

The Hon. S. L. SOUTHARD,

Secretary of the U. S. Navy.

U. S. AGENCY FOR RECAPTURED AFRICANS,

Cape Mesurado, January 22, 1826.

As an integral part of my despatches by this conveyance, I have the honor to refer you to my letter dated October 14th, detailing the circumstances connected with the punishment of the Spanish piratical schooner "Clarida" to the plan of the coast, accompanying it, as illustrative of the transaction; and to the statement of expenses incurred and property seized, in the same expedition. It will be seen from these papers, that fourteen miserable slaves fell into my hands on that occasion, who have been provided for agreeably to the instructions under which I have the honor to act.

I have also the honor to refer, as a part of the present communication, to my letter of the 27th of October, also enclosed, and a note explanatory of the 28th from which you will learn that an additional number of six men making in all, to that date, *twenty persons*, were cast, for protection, upon the United States' establishment at this place; and have accordingly been provided for at the public expense.

I have also *very particularly* to solicit your attention to my letter of December 8, 1825, and the private note of the 11th of the same month, from which it will be perceived, that still another addition, of *ninety-nine persons*, has been made to the number of liberated Africans connected with the Agency.

The papers referred to are too minute, I trust, to require, on the subject to which they relate, any additional explanations. The whole number of persons placed at the disposal of the Agency by these three several accessions, is 116 (to say one hundred and sixteen) making with the fourteen previously in charge, one hundred and thirty. Many of the children are, by a temporary disposition, situated in the most respectable families of the colony, under indentures securing to them instruction at the common schools of the place, and every other advantage of which their age and circumstances render them capable. I have engaged a prudent young man to attend constantly on the remainder, at their daily labors, and bring the economy of the little community into which they are formed, into a gradual assimilation to the ideas of civilized life. They have nearly completed a village of dwellings, built in your own style, on a pleasant elevation of Cape

Mesurado, about one-third of a mile distant from Thompson Town. Every individual of their number is in perfect health; and as an assemblage of rude and ignorant people, gathered out of nearly twenty different tribes of the country, pursue their labors with a good degree of spirit, union, and success.

For some months to come, it must remain necessary to afford them their entire support, or expose them to the certain danger of being seduced, or kidnapped, by the unprincipled slave-dealers of the country, who wait their opportunity to bring them the second time under the chain, and dispose of them at the factories of Gallinas, or Trade Town.

The expense of clothing, providing with the first conveniences of civilized life, furnishing with tools and implements of industry, after our modes, and subsisting so considerable a number of people, thrown upon my hands without previous preparation for their reception, has already proved considerable, and has reduced me to the necessity of making purchases and advances out of my own pocket, since the 10th day of October, to the amount of the several sums of \$366 87½, \$260 35½, \$520 12, \$ 462 42, \$115 03*, \$65 62†, \$1187 75— Total \$2,788 17.

The accounts of all these purchases are forwarded, with advices of the drafts given on the Navy Department in payment.

A few of these stores have been purchased at disadvantage; but most of them on very advantageous terms.

These purchases have given me the means of securing, in advance, rice necessary for several months' consumption, a precaution necessary to be taken early every dry season, as the country furnishes very little of that grain, and that little at very enhanced prices, after the 1st of February, until the return of the ensuing harvest in September.

The lands of Cape Mesurado being wholly appropriated to settlers, and the former protégées of the Government, who have been placed on the footing of settlers, it will be necessary, finally, to fix a large proportion of the last accessions on farms provided in the new settlements of the colony. But at present it would be the height of imprudence to suffer them to want the constant guardianship of their superintendents. Several have already been driven by their fears to attempt, and a few have, it is thought, effected their escape. No means in my power to employ for their recovery have been neglected, as their separation from the asylum is sure to be followed by their apprehension and sale, as soon as their lurking places shall be discovered by the natives of the country.

Vieux Pierre and Millot, the factors whose establishment on the St. Paul's has been destroyed, were soon after reduced to extreme distress by the natives, who, believing those unfortunate men without the protection of the settlement, assembled in force, evidently with a design to rob them of the small remainder of their property. In this

* By way of Boston, under another enclosure.

† Forwarded through Rev. Mr. Hawley.

distress. they appealed to my humanity for protection. I consented to afford it. on condition of their abandoning their voyage. and instead of proceeding to the colonies, returning directly to France, as soon as the necessary preparations could be made for the voyage. To this condition they assented. I immediately sent a guard to bring them and their merchandise to Monrovia, where I have since furnished them and their five seamen with whatever necessaries and comforts the laws of hospitality require.

The schooner attached to the factory, after waiting in the offing several days, and receiving intelligence of the accident which had befallen the factory. made sail for France. without communicating with the factors ashore, otherwise than by billets. leaving seven Frenchmen on my hands. Three of these were shipped the first of January. from Cape Mount. on board of a French vessel bound to Martinique. Millot obtained a passage to a distant part of the coast, with a view to some profitable employment; and Captain Vieux Pierre, with a white servant. takes passage in the vessel which conveys these despatches, for the United States, whence he intends to return to his family in France. An industrious young man belonging to the concern has found employment in this colony.

J. ASHMUN.

The Hon. S. L. SOUTHWARD,

Secretary U. S. Navy, Washington City.

MONROVIA, April 19th, 1825.

SIR: The extraordinary labors consequent on the new arrangements required by the arrival of Dr. Peaco, the United States' Agent for recaptured Africans, and who was the bearer of your favor of the 31st December, 1825. together with the expedition against Trade Town, from which I have just returned with the troops of the colony in safety, render it impossible to prepare the accounts of the Agency for the 1st quarter of the year, in time to forward them by the "Indian Chief." I hope to send them by the very next conveyance.

In my accounts forwarded from the Treasury Department, I perceive myself charged with a requisition for 220 dollars, in favor of Thomas Tyson, for which I shall probably be able to show myself entitled to a credit of the same amount.

I have the honor to state, that I delivered over to the hands of Dr. Peaco, on the 17th instant. *fifty-three Africans*, taken from the piratical establishment at Trade Town, on the 13th and 14th, making the whole number delivered over to the United States' Agency, since the 10th of October, 1825, one hundred and seventy-two; and which, with the aid of Heaven, and two Colombian armed vessels, the forces of the Colony under my direction razed to the ground on the 15th instant.

Three vessels attached to the factories of Trade Town have fallen into the hands of the French and Colombian cruisers of this station;

and the catastrophe of that mart of human flesh, now the last on the whole windward coast of Western Africa, is confidently believed to have annihilated, finally, the slave trade, within five hundred miles of this settlement.

Dr. Woodside, the bearer of these despatches to the United States, and who returns in consequence of a severe wound received in the late expedition, for which he had generously volunteered his services, has also an abstract of the journal, detailing all the circumstances of the affair; and will be able to communicate, verbally or otherwise, all the information relating to it that may be called for.

Captain John Chase, commander of the Colombian armed schooner "Jacinta," well known in the United States, of which he is a native, as a gentleman of the most honorable principles, and consummate bravery, has rendered us services in this affair, without which success could not have been obtained. His vessel, his marines, arms, ammunition, and personal exertions, were, in the entire spirit of the late convention between the Colombian and United States Governments, for co-operating against the slave trade, wholly at our devotion, and as long as the heavy curse of this traffic shall as the fruit of the late expedition cease to be felt in Western Africa, will the services of this gallant commander, and his spirited crew, be entitled to the gratitude and applause of the world.

The character of nearly all the late transactions of Europeans at Trade Town, having been notoriously piratical, it will become a duty of the first obligation to direct against it and against every attempt to restore it, the little floating force preparing in the Colony to be placed under the command of Lieutenant McKean. The arrival of that officer on the coast is expected with particular anxiety.

Associated with Captain Chase, in the affair of Trade Town, is to be mentioned with a particular sense of obligation for his active co-operation, Capt. Cottrell, of the Colombian brig of war "El Vencedor," who covered our landing under a dangerous fire from the piratical Europeans ashore, and brought the guns of his vessels to bear upon the enemy's lines in our rear, during the 36 hours we were hotly engaged with him, after obtaining possession of the town. He supplied our little force ashore with 3,000 rounds of musket ammunition; placed under my command his Captain of Marines, with twenty men, and expended 130 rounds of cannon shot upon the enemy.

Dr. Peaco's health was thought to be not sufficiently braced, by previous exposure in an African climate, to admit of his accompanying the expedition; and it is feared the few hours which remain before the sailing of the "Indian Chief," will hardly allow of his writing in detail by this conveyance. This circumstance will apologize for the otherwise unnecessary length and minuteness of this letter, in the conclusion of which I beg only to add, that the first class of Africans are nearly off the hands of the Government, several having finished their terms of apprenticeship, and now established in business for themselves.

About 160 of the newly liberated remain, of whom fifty are so situated, in respectable families, as to be a slight charge on the public fund.

The passengers by the "Indian Chief," 154 in number, are *all* on the sick list, but the character of the disease under which they suffer is favorable beyond any former example, and gives hopes of its speedy termination.

Respectfully, &c.

J. ASHMUN.

The Hon. S. L. SOUTHWARD,

Secretary U. S. Navy.

BALTIMORE, 31st July, 1826.

The visit of Mr. Ashmun to Trade Town, was in consequence of the inhabitants of that place having seduced away from the colony about 50 free blacks belonging to it, and selling them to the Spanish and French slave traders. Mr. Ashmun had frequently demanded those blacks from King West, threatening him with an armed force if he did not give them up, which threat he altogether disregarded, and continued his depredations on the inhabitants of the colony.

On my arrival at Mesurado, Mr. Ashmun communicated the above intelligence to me, and requested that I would accompany him in the expedition to Trade Town, which I consented to, and took Mr. Ashmun, with about 30 troops, on board, and proceeded for that place, which we reached the day following, and found at anchor off the Town the Colombian Brig El Vencedor, having with her a Spanish Brig captured the day before. I communicated the object of our visit to the commander of that vessel, who cheerfully agreed to accompany us.

As we approached the shore, the Spanish and French slaves, occupying three factories, commenced firing on our boats, notwithstanding the boat in which Mr. Ashmun was, had the colonial flag hoisted. We however succeeded in landing and taking possession of the factories. Mr. Ashmun addressed a note to King West, stating that the object of his visit was to reclaim the people of the colony, and if he gave them up peaceably, all further hostilities would cease, threatening him with the destruction of the town if he did not immediately comply with the demand. King West acknowledged that the blacks had been seduced away, and sold to the Spaniards, but pleaded inability to get them within two or three days, as they, with four or five hundred others, had been released on our approach to the shore, and had ran into the woods. He stated, through his messenger, to Mr. Ashmun, that he wished to be on the most friendly terms with the colony, and that he would have all the slaves belonging to the Spaniards, as well as those of the colony, delivered up to us.

On the first day he sent in fifteen or twenty, on the second as many more, and, on the third day, a quantity making, altogether, fifty-two.

But it was evident, from his tardy movements, and the miserable appearance of the blacks, that his object was to divert our attention until he could rally his forces.

On the third day, as was anticipated, they commenced hostilities with a number not less than two or three thousand men, *well armed*, and it was not until the vessels were brought near the shore, and *several broadsides fired on them*, that we succeeded in driving them into the woods. We then put fire to the town, which contained about one hundred and fifty houses, and destroyed it. The factories were occupied by us two days after, during which time we had some little skirmishing.

Finding no prospect of getting the slaves, we re-embarked our troops, putting fire to the factories, which contained a large quantity of powder, arms, munitions of war, and sundry articles of merchandise belonging to the Spaniards. Mr. Ashmun conducted himself strictly neutral towards the Spaniards, notwithstanding it was pretty well ascertained that some of them had committed acts of piracy in the waters of Mesurado, a short time previous. The fifty-two blacks were landed at the colony, and before I left the Cape, Mr. Ashmun informed me that King West had sent to him to treat for peace.

JOHN CHASE.

NAVY DEPARTMENT,

Washington, 10th August, 1826.

SIR: I have to acknowledge the receipt of communications from Mr. Ashmun, of 14th, 27th, and 28th October; 8th and 11th December; 5th and 22d January, and 19th April, together with their several enclosures, which shall be noticed in the order of their dates.—The accounts have been deposited with the Fourth Auditor, to whom they should be transmitted for examination and settlement.

The first letter, of 14th October, relates to the transactions of the Spanish Schooner *Clarida*; the depredations committed by her on the British Brig *Tom Cod*; and the means pursued to punish the conduct of the crew of the Spanish vessel, which resulted in the release of 14 slaves, at Poor River. The next, dated 17th October, is a continuation of transactions respecting the *Clarida*, and a narrative of an expedition to the *St. Paul's*, which terminated in the release of six more slaves. The third letter, dated 28th October, assigns the reasons for, and justification of his conduct, and proposes a method for redeeming such persons as may be held in bondage in the neighborhood of the settlement. The fourth letter, 8th December, announces an addition of 99 persons to the Agency, released in an expedition, undertaken to recover four of those previously taken, who had fled from the protection of the Agency. The fifth and next, is a private letter, dated 11th December, giving a view of the manner in

which the trade is now carried on by the French and others, and the means resorted to to save appearances, and an open evasion or violation of their treaties. The sixth letter is dated 5th January, and contains a review of his past conduct and transactions at the Agency. The next, 22d January, is a continuation of occurrences at the Agency, the measures adopted to provide for the addition to the numbers occasioned by the excursions to the neighboring factories, and refers to a part of a communication to the Colonization Society, for the reasons for Mr. Ashmun's wishing to return to the United States, which he intends to accomplish, should the situation of affairs permit. The last letter received, is dated 19th April, by the Indian Chief, and informs of his return from an expedition against Trade Town, and your arrival. The cause and object of the expedition not being stated in the letter, it is presumed that one must have been written of an earlier date, which has not been received. In the absence of this explanation, I have sought light from other sources, and have been permitted by the Colonization Society, to read some of his letters to it; and have also received a letter from Captain Chase, which furnished the probable causes and objects of the expedition. Upon them, it is not the intention now to express a decided opinion.

Should it appear hereafter that some of the recaptured Africans have been taken to Trade Town, confined, and were about to be sold again into slavery, and that Mr. Ashmun went no farther than was found necessary to rescue them; his conduct, as the Agent of the Government, will not be condemned. So far as he has acted for the Colonization Society, in recapturing the colonists, he will look to that Society, both to explain his conduct, and to be justified or condemned by it.

The same remark is applicable to the previous expeditions. So far as he acted as the Agent of the Society, the Government does not mean to interfere with his responsibility to it. But the President thinks it necessary to disapprove of his conduct in those expeditions, so far as he has any connexion with the Government. As Agent of the United States, for a specified object, he had no justifiable cause to break up establishments supposed to belong to the owners of the Clorida, or any other persons, and to take the people found there, to the Agency, to be maintained at the public expense. Our Government, in establishing the Agency, had one object only in view—to provide a place to which Africans, illegally brought into the United States, or lawfully captured by our cruisers upon the ocean, might be carried and taken care of, until they could, with propriety, be restored to their own country, tribe, or nation. It has not intended to authorize, nor has it authorized, a forcible and warlike attack upon the citizens or subjects of any nation with a view to suppress the Slave Trade, or to accomplish any other object, no matter how desirable, to advance the cause of humanity. You will therefore furnish to Mr. Ashmun a copy of this letter, that he may see the light in which his conduct is viewed by the Government.

He has made a claim for the bounty allowed by the 3d and 4th sections of the Act of 3d March, 1819; but it cannot be granted. The

case of Africans liberated from their captors on the shores of Africa, does not come within the provisions of that Act. It is understood from his several letters, that about 170 Africans were liberated in his various expeditions, and brought to the Agency, and are now on expense there; the accounts for their support to this time, will perhaps be paid: but they must cease to be a charge to the Government, and restored to their tribes as speedily as possible, or supported in some other mode. The fund devoted to this object, is now much reduced, and unless increased by Congress, will not bear a continuance of the burden. Should captures be made during the year, recourse must be had to another appropriation to enable the Department to comply with the law.

For the same reason, the reward of \$10 offered by him for each Negro delivered, is not approved; it was not prudent, nor authorized by his instructions from the Government.

In censuring the course of Mr. Ashmun, it is not intended to convey an idea, that he was actuated by improper motives, or to regret the effect which seems to have been produced upon the Slave Trade itself. His motives were probably of the purest kind, and his zeal excited and confirmed by his humanity. Every thing which represses that trade, appeals strongly to our best feelings for excuse and approbation. All that is intended by the Executive, is, to disapprove the act in him, as its special agent for other objects.

In other respects, the conduct and policy of Mr. Ashmun seem to merit commendation; and his intercourse with the surrounding tribes, to be dictated by sound discretion, and calculated to insure permanent success and respect. By conveying these opinions through you, you will be informed of the views of the Department, as to the proper conduct of your Agency, and govern yourself accordingly.

Two additional considerations seem proper to be repeated to you; to preserve the utmost economy, and to keep the business and accounts of the Society, and the Agency, as much separated as possible.—These duties have become even more important than they were when your instructions were prepared, and when they were pressed upon you.

It was the intention of the Department to have sent before this, the recaptured Africans, now in Georgia, to the Agency; but questions are still pending undecided in the Court, respecting a part of them, which renders it still impossible to send any of the number.—They will be despatched without the least unnecessary delay, when these questions are decided.

I believe I informed you that the Spark would be sent to the Agency, as soon as she returned from the West Indies. On her return, however, she was found so much decayed, that it was necessary to sell her. Since that time, no vessel fit for the purpose has returned: I am daily looking for the arrival of one.

I am, respectfully, &c.

SAMUEL L. SOUTHARD.

DOCTOR JOHN W. PEACO,

United States' Agent for Liberated Africans, Cape Mesurado.

Extracts of a letter from Doct. John W. Peaco, to the Secretary of the Navy, dated Holmes Hole, October 30th, 1826.

“ On my arrival at the Cape, I found the number of recaptured Africans considerably increased, to which were afterwards added several who were liberated and brought up from Trade Town; the expenses for the sustenance of this class of settlers, will, therefore, be proportionably greater, and I would respectfully request, that supplies for their support and comfort be sent out, as what have been heretofore sent, were intended for a much smaller number. Tobacco, and other trading articles can be exchanged to great advantage, and should be provided for them in proportionably larger quantities. It is calculated from the quantity of land which they have cleared and are continuing to clear for cultivation, and the cassada and other articles they are raising, that the expenses for the support of the present number, will, in the course of a year or two, be comparatively trifling.

We find those a very useful set of people at the settlement, and much expense is saved both to the Government and to the Colonization Society, by employing them as laborers, and in clearing the land, when natives from the vicinity must otherwise be hired, the cost for which would be much greater than all the expenses for the support of those people, as, in addition to their pay, we should have to supply them with provisions, whereas the recaptured African is satisfied with his rations and clothing, with a little tobacco. The articles of diet with which we furnish them, and for which they in general give a preference, are rice, cassada, and palm oil, which we procure from the natives in exchange for tobacco, rum, cotton cloths, &c. supplies of which should be always on hand.

The liberated Africans who were sent out from the United States, and the Colonists who have been there more than a year, support themselves, and are no longer much expense to us, and the balance will in a short time be able to provide for their own maintenance; we are obliged, however, to employ many of them as laborers, mechanics, &c. who draw their pay from the public stores; it will therefore be necessary to keep a supply of provisions, trading articles, &c. to furnish them; it is found to be the cheapest mode of compensating them, and they have no means while thus employed of procuring them elsewhere.

As to the defensive state of the settlement, I would respectfully observe, that the uniform companies and local militia are sufficient, provided they are furnished with the means: there is, however, in my opinion, a necessity for a small military force to guard the public property, and prevent surprise. Since the affair of Trade Town, the slave traders who traffic there, have shown every disposition to distress the Colonists and others at the Cape, which they can do and have done with impunity, in consequence of our not having the aid of a naval force here, by which we might prevent them. It is dangerous for a merchant vessel to approach our roadstead, as information is im-

mediately conveyed down the coast to Trade Town, (a distance of less than one hundred miles.) A vessel is immediately selected for the purpose, which is manned, and proceeds to Montserado, where, in full view of us all, they plunder any vessels which may be laying there, without our having any means of preventing them. A daring outrage to this effect took place the 27th July last, an account of which has been lately published in the newspapers. After robbing the vessel, and abusing the officers and crew, they proceeded, very deliberately, to a trading factory in the vicinity, where we understood they were collecting slaves when I left the Coast. There are other cases, though not so flagrant, and we are threatened with a repetition of them. We have endeavored to make terms with King West, of Trade Town, but he will not listen to any; and nothing but the appearance of a naval force will bring him to terms. The necessity of having and keeping constantly on the Coast of Africa a naval force, is daily more evident. Trade Town could be effectually blockaded by a sloop of war, by which means the Slave Trade would be abolished as far as four degrees North of the Equator. Our recaptured Africans are enticed away, and sold there to slave dealers, and we cannot recover them. It is at considerable risk that our boats venture out for the purpose of procuring supplies for the settlement: our commerce is entirely unprotected; the petty kings insult us and *threaten* us with war, and we had it in contemplation, when I left Monrovia, to break up one of our factories, down the coast, from which we were regularly supplied with palm oil, rice, and other articles of diet, on account of the hostile disposition shown by the natives, in its vicinity, to the factors, and the threats of King West, which we have no means of preventing him from executing. A naval force, sir, is indispensable, if it is the determination of Government and the Society to continue the establishment. The colonists and liberated Africans cannot be considered safe without it, and there is no protection for any vessel which may arrive there with either emigrants or freight.

With some of the lumber, which was sent out by Government, a large house has been erected, intended as a receptacle for the Africans expected there from Georgia, where they can be made comfortable until they clear away lands and build houses for themselves: provision should be made for their support for twelve months, after which they can maintain themselves."

X.

LIST OF DEATHS in the Navy of the United States, since 2d December, 1825.

Name.	Date of Death.	Cause of Death.	Place of Death.
<i>Captains.</i>			
Robert T. Spence - - -	26 September, 1826,	Bilious Fever -	Near Baltimore.
<i>Lieutenants.</i>			
Raymond H. Perry - - -	12 March, 1826, -	- - - -	New York.
James M ^r Gowen - - -	19 February, do -	Steam Boat Accident	Fredonia Indiana.
William Lowe - - -	2 May, do -	- - - -	Baltimore.
T. S. Browne - - -	6 September do -	- - - -	Austerlitz, N. Y.
<i>Surgeons and Mates.</i>			
Robert S. Kearney - - -	7 June, 1826, -	Consumption -	Washington.
William D. Babbitt - - -	24 May, do -	Small Pox -	Rio de Janeiro.
John Fitzhugh - - -	6 July, do -	Effects of fever -	Off Baltimore.
Samuel Biddle - - -	14 February, do -	Fever -	Thompson's Island.
De Witt Birch - - -	1 May, do -	Typhus Fever -	Mediterranean.

<i>Pursers.</i>							
R. C. Ludlow	-	-	-	15 May,	do	-	New York.
A. Y. Humphreys	-	-	-	6 February,	do	Pulmonary disease	Callao.
<i>Chaplains.</i>							
C. N. Andrews							
<i>Midshipmen.</i>							
Samuel Renshaw	-	-	-	11 October, 1826,		Rupture of blood vessel	Philadelphia.
Edward S. Lewis	-	-	-	25 July,	do	-	Baltimore.
J. Hansford	-	-	-	10 September,	do	-	Boston.
P. M. Hail	-	-	-	4 June,	do	-	Salisbury, N. C.
Henry Skinner	-	-	-	31 March,	do	Peritoneal inflammation	Norfolk.
<i>Sailing Masters.</i>							
Daniel Jones	-	-	-	21 May, 1826,		-	New York.
Joseph Lindsay	-	-	-	19 do	do	-	Marblehead.
Lewis B. Page	-	-	-	16 Sept.	do	-	Gosport, Va.
<i>Navy Agents.</i>							
John Randall	-	-	-	10 June, 1826,		-	Annapolis.
<i>Lieutenants of Marines.</i>							
S. J. Coejeman	-	-	-	26 December, 1825,		Typhus Fever,	Pacific.
William T. Bourne	-	-	-	4 March, 1826,		In a duel,	Norfolk.

Y.

List of Resignations in the Navy of the United States, since 2d December, 1825.

NAME.	DATE OF RESIGNATION.
<i>Captains.</i>	
David Porter, - -	18th August, 1826.
<i>Lieutenants.</i>	
Francis J. Mitchell, - -	27th November, 1826.
Zach' h W. Nixon, - -	21st March, "
David H. Porter, - -	26th July "
<i>Surgeons and Mates.</i>	
Sam'l. D. Heap, - -	27th December, 1825.
Charles B Hamilton, - -	12th April, 1826.
Charles B. Jaudon, - -	4th May, "
Richard Stevens, - -	11th " "
James Norris, - -	20th June, "
<i>Chaplains.</i>	
John McCarty, - -	21st April, 1826.
<i>Midshipmen.</i>	
Horatio N. Russell, - -	14th January, 1826.
Lucius C. Heylin, - -	16th " "
Francis Mallory, - -	17th " "
James A. Hemphill, - -	24th " "
C. S. Whittington, - -	17th February, "
Alfred Cutler, - -	8th March, "
Alexander Van Dyke, - -	10th " "
James W. Abbott, - -	23d " "
John M. Doyle, - -	6th April, "
Wm. Leggett, - -	17th " "
Richard S. Clinton, - -	20th " "
James W. Marshall, - -	19th May, "
Griffen Tompkins, - -	22d " "
Wm. B. G. Taylor, - -	9th June, "
Henry A. Chambers, - -	23d " "
Wm. D. B. Trotter, - -	12th July, "
Dudley Walker, - -	21st August, "
Alex'r Thompson, - -	8th " "

LIST—Continued.

NAME.	DATE OF RESIGNATION.
Charles E. Hawkins, -	17th October, 1826.
James S. Cosby, -	28th August, “
Henry Etting, -	7th November, “
<i>Sailing Masters.</i>	
Alex'r. W. Macomb, -	19th May, 1826.
Daniel Dobbins, -	5th June, “
Richard Dealy, -	18th October, “
<i>Boatswains.</i>	
C. P. Gideon, acting, -	3d June, 1826.
<i>Gunners.</i>	
James Bogman, -	17th October, 1826.
Thomas Barry, -	9th November, “
<i>Carpenters.</i>	
John Justice, -	6th July, 1826.
Wm. E. Sheffield, -	17th October, “
<i>Sail Makers.</i>	
Wm. Baldwin, -	21st April, 1826.
Nathan S. Angell, -	3d May, “
<i>Lieutenants of Marines.</i>	
Frederick Thomas, -	18th July, 1826.
James D. Burnham, -	24th “ “

Z.

Copy of the estimates for the Naval service for the year 1827.

NAVY COMMISSIONER'S OFFICE,

9th November, 1826.

The Commissioners of the Navy in obedience to your directions, have the honor to hand you herewith—

An estimate of the expenses of the Navy for the year 1827, marked A.

Statements explanatory thereof, marked B, C, D, E, F, G, H.

Exhibit shewing the disposition and force of the ships and vessels of the United States' Navy, built and building, marked I, and an estimate of the expense of the Office of the Commissioners of the Navy for the ensuing year, marked K.

In further explanation of the 6th item of the estimates on paper A, the Commissioners would respectfully observe, that the security and preservation of the public property, necessarily of great amount, renders it indispensably necessary, in their opinion, that the Navy Yards should be enclosed by walls substantially built of brick or stone: without such enclosures, no vigilance of the sentinels, however their numbers may be extended, can protect the property from depreddators and incendiaries.

The large amount and great variety of stores indispensably necessary to be kept on hand, require that buildings should be erected to protect them against pilferers, and from destruction by fire, &c. &c.

The buildings for officers' quarters are required for the accommodation of those attached to the yards, in order that they may be conveniently situated to perform the duties required of them, and by their presence, add to the security of the public property, and, at all times, contribute to the prompt suppression of any improper conduct on the part of the numerous persons connected with the establishment; in the opinion of the Board, it would be true economy to erect suitable buildings for this object, at each yard not already provided with them; the annual allowances made to the officers for house rent, &c. would, in a short time, repay the cost of their construction.

The receiving and shipping stores, and the despatch and economy, so all important in fitting out our vessels, make the wharves estimated for, highly necessary.

The judicious selection of sites for the erection of buildings necessary for the yards, and for building and repairing the vessels of the United States, require that certain parts of the respective yards should be levelled and filled up.

The covering the roofs of the ship houses with slate, copper, or tin, is not only to protect them from accident by fire, and prevent loss or injury to the ships within them, but the immense loss of other property also within the yard: so extensive a fire as one or more of those large buildings would make, can readily be conceived as carrying destruction to all within its influence: it is presumed that views of economy, or a disposition to lessen the expense as much as possible, led to the practice of covering the roofs of those building with shingles; inventions were afterwards made of reservoirs, spouts, forcing pumps, &c. &c. to give protection to the roofs against that destructive element, fire, but without success, and the Commissioners, under a sense of official duty, earnestly recommend the appropriation.

A very serious alarm was experienced on the 31st of May last, at the Boston Yard. Captain Crane, under date of the 1st June, writes to the Commissioners, "that he deemed it his duty to acquaint them with a very alarming circumstance that yesterday threatened Ship House No. 1. Ships Virginia, Independence, Columbus, and Java. "besides endangering the public storehouses, and other buildings."

“A fire broke out about 4 P. M. in the upper part of Main Street, Charleston, the wind fresh to the Northward and Westward; our engines, &c. were immediately got in readiness; burning shingles were shortly driven into the yard and on board the ships: owing to the great drought, a small brand communicated to the roof of Ship House No 1, and it blazed; to the precautions taken, and to the activity of our own people. I attribute the safety of a vast amount of public property; the tide had just began to make, and the water in the wells was low: had it occurred in the night, I fear the consequences would have proved serious; our engines are incapable of throwing water on the roofs of the ship houses.”

The preceding extract will serve to shew the great danger to be apprehended from fire within the yard, when so great an amount of property was jeopardized from one originating without the limits of the yard, and would seem to warn us to use every precaution against so destructive an enemy. Had the occurrence stated by Capt. Crane taken place in the night, property to the amount of more than a million of dollars would probably have been destroyed within the yard; whereas had the roof of the ship house been of incombustible materials, no loss could have resulted from the occurrence.

The land recommended to be purchased for the extension of the Norfolk Yard, would be a valuable acquisition to the Government, as well as to that yard; and as it is contemplated to secure it by a permanent enclosure, it would be desirable that provision for the purchase of the land should be made, previous to putting up the wall; if afterwards purchased, it would cost an extra expense, probably equivalent to the cost of the land.

The Pensacola Navy Yard being a new establishment, where accommodations of every description are required, the estimates must necessarily be considerable, and may appear high; but the amount is, in the opinion of the Commissioners, indispensable to make the improvements necessary to render it a useful establishment.

Whilst on the subject of navy yard improvements, the Board, with great deference, respectfully suggest the expediency of again urging, in the strongest manner upon Congress, to make provision to defray the expenses of a Board of Commissioners to be composed of three Naval officers, and two Civil Engineers, to examine the different yards, and fix upon the plans best adapted to the arrangement of all the docks, building ships, and other establishments proper to be erected within them; which plans, when once approved by the President of the United States, shall be rigidly adhered to in all future improvements, unless deviations therefrom should be specially authorized by him.

I have the honor to be,

With great respect, Sir,

Your most obed^t serv^t,

WM. BAINBRIDGE.

HON. SAML. L. SOUTHARD,

Secretary of the Navy.

(A.)

There will be required for the Navy, during the year 1827, three millions and fourteen thousand eight hundred and two dollars and nine-two cents, in addition to any balances which may remain unexpended on the 1st January, 1827.

1st. Pay, subsistence, and established allowances for all officers, seamen, and others, belonging to the Navy, and for all persons attached to the civil establishment of the yards	- - - -	\$1,343,548 00
2d. For provisions	- - - -	579,148 54
3d. For repairs of vessels in ordinary, and for the wear and tear of vessels in commission	- - - -	450,000 00
4th. For medicines, surgical instruments, hospital stores, and all other expenses on account of the sick	- - - -	50,000 00
5th. Ordnance and ordnance stores	- - - -	35,000 00
6th. For improvements and repairs of navy yards	- - - -	382,306 38
7th. For defraying the expenses which may accrue during the year 1827, for the following purposes : for freight and transportation of materials and stores of every description ; for wharfage and dockage ; for storage and rent ; for travelling expenses of officers, and transportation of seamen, for house rent or chamber money, and for fuel and candles, to officers other than those attached to navy yards and shore stations ; for commissions, clerk hire, office rent, stationery and fuel to Navy Agents ; for premiums and incidental expenses of recruiting ; for apprehending deserters ; for compensation to Judge Advocates ; for per diem allowance to persons attending Courts Martial and Courts of Inquiry, and to officers engaged on extra service beyond the limits of their stations ; for printing and for stationery of every description ; for books, charts, nautical and mathematical instruments, chronometers, models, and drawings ; for purchase and repairs of steam and fire engines, and for machinery ; for purchase and maintenance of oxen, and horses, and for carts, wheels, and workmens' tools of every description ; for postage of letters on public service ; for pilotage ; for cabin furniture of vessels in commission ; for taxes on navy yards and public property ; for assistance rendered to public vessels in distress ; for incidental labor at navy yards not applicable to any other appropriation ; for coal and other fuel for forges, foundries, steam engines ; and for candles, oil, and fuel,		

for vessels in commission, and in ordinary, and for no other object or purpose whatever	-	-	220,000 00
3th. For contingent expenses for objects arising in the year 1827, and not herein before enumerated	-	-	5,000 00
			<hr/>
	Dolls.		3,014,802 92
			<hr/> <hr/>

(B)

ESTIMATE of the Pay and Subsistence of all Persons of the Navy, attached to Vessels in Commission.

	Ships of the Line.	FRIGATES.		SLOOPS.		Schooners.	Total of each grade.	Amount of Pay and Subsistence.	
		First Class.	Second Class.	First Class.	Second Class.			Dollars	Cents.
No. of each class	1	3	2	8	3	4			
Captains - - - - -	2	3	2	1	-	-	8	17,630	00
Masters Commandant - - - - -	-	-	-	7	3	1	11	11,935	00
Lieutenants Commandant - - - - -	-	-	-	-	-	3	3	4,068	75
Lieutenants - - - - -	9	15	8	24	9	12	77	51,012	50
Masters - - - - -	1	3	2	8	3	1	18	10,282	50
Pursers - - - - -	1	3	2	8	3	4	21	11,996	25
Surgeons - - - - -	1	3	2	8	3	-	17	11,751	25
Surgeons' Mates - - - - -	3	6	4	8	6	4	28	12,635	00
Chaplains - - - - -	1	3	2	-	-	-	6	3,427	50
Midshipmen - - - - -	30	54	28	80	24	21	237	54,036	00
Secretaries - - - - -	1	-	-	-	-	-	1	1,000	00
School Masters - - - - -	1	3	2	8	-	-	14	5,477	50
Clerks - - - - -	1	3	2	8	3	4	21	6,300	00
Boatswains - - - - -	1	3	2	8	3	-	17	5,631	25
Gunner - - - - -	1	3	2	8	3	4	21	6,955	25
Carpenters - - - - -	1	3	2	8	3	-	17	5,631	25
Sailmakers - - - - -	1	3	2	8	3	-	17	5,631	25
Boatswains' Mates - - - - -	6	9	6	16	6	8	51	11,628	00

Gunners' Mates	3	6	4	8	3	-	24	5,472	00
Carpenters' Mates	3	6	4	8	3	5	29	6,612	00
Sailmakers' Mates	1	3	2	-	-	1	7	1,596	00
Quartermasters	10	24	16	40	12	16	118	25,428	00
Quarter Gunners	22	36	16	64	18	13	169	36,504	00
Yeomen	3	9	6	24	9	5	56	12,096	00
Captains' Stewards	1	3	2	8	3	4	21	4,536	00
Cooks' Stewards	1	3	2	8	3	4	21	4,536	00
Coopers	1	3	8	8	3	-	17	3,672	00
Armorerers	1	3	2	8	3	-	17	3,672	00
Armorerers' Mates	-	-	-	-	-	4	4	720	00
Masters at Arms	1	3	2	8	3	-	17	3,672	00
Ships' Corporals	5	6	4	-	-	-	15	2,520	00
Cooks	1	3	2	8	3	4	21	4,536	00
Cooks' Mates	1	-	-	-	-	-	1	144	00
Master of the Band	1	3	2	-	-	-	6	1,296	00
Musicians, 1st class	6	12	6	-	-	-	24	3,456	00
Musicians, 2d class	5	9	4	-	-	-	18	2,160	00
Seamen	280	450	240	480	150	56	1,656	238,464	00
Ordinary Seamen	260	510	260	400	120	40	1,590	190,800	00
Boys	40	45	20	80	30	17	232	16,704	00
Pay and Subsistence for six months, for returning from the Mediterranean	3	1	-	2	-	-	4,648	805,686	25
Pay and Subsistence for four months, for returning from the Pacific	-	1	-	-	1	-	-	132,040	25
								30,817	50
								968,544	00

STATEMENT—Continued.

SACKETTS.		Number.	Pay per month.	Rations per day.	House rent per year.	Candles per year.	Cords of wood per year.	Servants at \$8.	Amount.	Total.
Master	- - -	1	40	2	200	12	20	1	1,141 75	1,141 75
BALTIMORE STATION.										
Captain	- - -	1	100	8	300	65	30	3	3,036 75	5,009 00
Surgeon	- - -	1	50	2	200	20	20	1	1,309 75	
Purser	- - -	1	40	2	•	•	•	•	662 50	
		3								
CHARLESTON, S. C. STATION.										
Captain	- - -	1	100	8	300	65	30	3	3,036 75	5,009 00
Surgeon	- - -	1	50	2	200	20	20	1	1,309 75	
Purser	- - -	1	40	2	•	•	•	•	662 50	
		3								

RECAPITULATION.

	Yard, Naval.	Yard, Ordinary.	Yard, Civil.	Hospital.	Total Amount.
Portsmouth, N. H.	12,720 25	2,208 50	5,090 00	-	20,018 75
Boston - -	15,274 50	10,370 25	8,080 00	3,600 00	37,324 75
New York - -	15,602 00	10,370 25	7,780 00	3,600 00	37,352 25
Philadelphia - -	13,061 75	2,208 50	7,500 00	3,600 00	26,370 25
Washington - -	13,718 00	3,420 75	14,932 50	3,600 00	35,671 25
Norfolk - -	15,602 00	10,370 25	8,260 00	3,600 00	37,832 25
Pensacola - -	13,029 00	2,208 50	6,389 00	3,600 00	25,226 50
Sacketts - -	1,141 75	-	-	-	1,141 75
Dollars,	100,149 25	41,157 00	58,031 50	21,600 00	220,937 75
Baltimore - -	5,009 00	-	-	-	5,009 00
Charleston - -	5,009 00	-	-	-	5,009 00
Dollars,	10,018 00	-	-	-	10,018 00

(D.)

STATEMENT of the Number, Pay, &c. of Officers, &c. required for five receiving vessels, for the year 1827, explanatory of part of the first item of Appropriation.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total number.	Amount.
							<i>Dolls. Cts</i>
Masters Commandant	1	1	1	1	.	4	4,340 00
Lieutenants	3	3	2	3	2	13	8,612 50
Pursers	1	1	.	1	.	3	1,713 75
Masters	1	1	.	1	.	3	1,713 75
Surgeon's Mates	1	1	.	1	.	3	1,353 75
Midshipmen	3	3	2	3	2	13	2,964 00
Boatswain's Mates	1	1	1	1	1	5	1,140 00
Carpenter's Mates	1	1	1	1	.	4	912 00
Stewards	1	1	1	1	1	5	1,080 00
Cooks	1	1	1	1	1	5	1,080 00
Able Seamen	2	2	2	2	2	10	1,440 00
Ordinary do.	6	6	4	6	2	24	2,880 00
Boys	4	4	2	4	2	16	1,152 00
						108	30,381 75

(E.)

STATEMENT of the Pay, &c. of Officers, attached to Recruiting Stations, together with one Captain, as Ordnance Officer, explanatory of part of the first Item of Appropriation.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total number.	Amount.
							<i>Dolls. Cts.</i>
Master Commandant	1	1	1	1	1	5	5,881 25
Lieutenants	1	1	1	1	1	5	3,768 75
Midshipmen	1	1	1	1	1	5	1,596 25
Surgeons	1	1	1	1	.	4	3,150 00
Ditto Mates	1	1	542 50
						20	14,918 75

ORDNANCE DUTY,

Captain	1	\$1,930 00
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(F.)

EXHIBIT of the Officers, &c. awaiting Orders and on Furlough, explanatory of part of the first item of Appropriation.

	Captains.	Masters Com- mandants.	Lieutenants.	Masters.	Pursers.	Midshipmen.	Total number.	Amount.
Awaiting orders -	9	-	83	-	4	20	116	<i>Dolls. Cts.</i> 88,966 25
On furlough -	-	2	15	2	-	1	20	7,651 50
	9	2	98	2	4	21	136	96,617 75

RECAPITULATION,

Shewing the sums composing the first item of Appropriation.

Pay. &c. in Commission	-	-	-	-	968,544 00
Ditto Yards	-	-	-	-	220,937 75
Ditto Stations	-	-	-	-	10,018 00
Ditto Receiving vessels	-	-	-	-	30,381 75
Ditto Recruiting stations	-	-	-	-	14,918 75
Ditto Ordnance duty	-	-	-	-	1,930 00
Ditto Awaiting orders, &c.	-	-	-	-	96 617 75
					Dollars, 1,343,348 00

(G.)

ESTIMATE of Provisions required for the Navy, for the year 1827.

For vessels in commission, during the whole year	4,648	
For marines, for ditto	-	666
For receiving vessels	-	108
		5,422 Persons
At one ration per day, makes	1,979,080	Rations
Estimated at 25 cents, is	-	\$ 494,757 50
Add, one ship of the line,		
one frigate, first class,	} for 6 months } } 1,475 persons }	67,296 87½
two sloops		
Also, one frigate, first class,	} for 4 months } } 562 persons }	17,094 16⅔
one sloop, 2d class,		
	Amount, Dollars,	579,148 54

(H.)

*ESTIMATES for the Improvements and Repairs of Navy Yards, explanatory of the sixth item of Appropriation.***PORTSMOUTH, N. H.**

For accommodations for officers, blacksmith shop; covering roofs of ship-houses, with two-third slate, and copper one-third, levelling and repairing	\$ 17,412 55
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BOSTON.

For completing the yard wall, launching ways for seventy-four and frigate, causeway to connect blacksmith shop with ship-house, warrant officers' quarters, repairs of wharves and buildings; covering the roofs of ship-houses, with one-third copper, and two-thirds slate, levelling the yard	50,657 70
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NEW YORK.

For commencement of wall, completing mast and boat houses, making new front to wharves, stone work, repairs of buildings, covering roof of ship houses, ⅓ copper, and ⅔ slate, levelling and filling yard	55,160 28
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PHILADELPHIA.

For building storehouses, building mast house, completing wharf, covering roof of ship houses with tin, repairs of buildings, &c. conveying water to the yard, and privilege of using the same - - - 60,635 22

WASHINGTON.

For warrant officers' houses, tinning ship house, repairs and filling in wharfs - - - 16,561 04

NORFOLK.

For extension of the yard wall, officers' quarters, mast house, timber sheds, boat houses, facing wharves with stone, covering roofs of ship houses, $\frac{1}{3}$ copper, $\frac{2}{3}$ slate 82,004 09

PENSACOLA.

For officers' quarters, storehouses, work shops, wharfs 49,875 50

Dollars, 332,506 58

(I .)

EXHIBIT shewing the Disposition and Force of the Vessels of the United States' Navy, and of the Vessels Building under the Laws for the Gradual Increase of the Navy, and for Building ten Sloops of War.

Independence	- 74	Boston	- - -	In ordinary.
Franklin	- 74	New York	- - -	do
Washington	- 74	do	- - -	do
Columbus	- 74	Boston	- - -	do
Delaware	- 74	Norfolk	- - -	do
North Carolina	74	Mediterranean	- - -	In service.
Ohio	- 74	New York	- - -	In ordinary.
Chippewa	- 74	Sackett's Harbor	} -	Under cover.
New Orleans	- 74	do		
United States	- 44	Pacific	- - -	In service.
Constitution	- 44	Mediterranean	- - -	do
Guerriere	- 44	Norfolk	- - -	Repairing.
Java	- 44	Boston	- - -	do
Potomac	- 44	Washington	- - -	In ordinary.
Brandywine	- 44	Pacific	- - -	In service.

EXHIBIT I—Continued.

Congress	-	36	Washington	-	-	-	Repairing.
Con-ciliation	-	36	West Indies and Gulf of M.	-	-	-	In service.
Macedonian	-	36	Coast of Brazil	-	-	-	do
Cyane	-	24	do	-	-	-	do
John Adams	-	24	West Indies, &c.	-	-	-	do
Boston	-	24	Coast of Brazil	-	-	-	do
Vincennes	-	24	Pacific	-	-	-	do
Lexington	-	24	West Indies, &c.	-	-	-	do
Ontario	-	18	Mediterranean	-	-	-	do
Eric	-	18	do	-	-	-	do
Peacock	-	18	Pacific	-	-	-	do
Hornet	-	18	West Indies	-	-	-	do
Porpoise	-	12	Mediterranean	-	-	-	do
Dolphin	-	12	Pacific	-	-	-	do
Frigate of the 1st class.	lately purchased, and in ordinary at N. York.						
Grampus	-	12	West Indies and Gulf of M.	-	-	-	In service.
Shark	-	12	do	-	-	-	do
Fox	-	3	Baltimore	-	-	-	Receiving vessel.
Alert	-	-	Norfolk	-	-	-	do
Sea Gull	-	-	Philadelphia	-	-	-	do
Fulton Steam Frigate,	New York		-	-	-	-	do

BUILDING.

Alabama,	-	-	at Portsmouth	}	Ships of the Line.
Virginia,	-	-	at Boston		
Vermont,	-	-	at Philadelphia		
Pennsylvania,	-	-	at Norfolk	}	Frigates First Class.
New York,	-	-	at Portsmouth		
Santee,	-	-	at New York		
Savannah,	-	-	do	}	Sloops First Class.
Sabine,	-	-	at Philadelphia		
Rariton,	-	-	at Boston		
Cumberland,	-	-	at Washington	}	Frames for three Frigates, of the first class, contracted for.
Columbia,	-	-	at Norfolk		
St. Lawrence,	-	-	at Portsmouth		
Concord,	-	-	at Boston	}	
Warren,	-	-	do		
Falmouth,	-	-	at New York		
Fairfield,	-	-	at Philadelphia	}	
Vandalia,	-	-	at Washington		
St. Louis,	-	-	at Norfolk		

Frames for three Frigates, of the first class, contracted for.

(K.)

ESTIMATE of the sums required for the support of the office of the Navy Commissioners for the year 1827.

Commissioners of the Navy Board,	-	-	-	\$10,500
Secretary,	-	-	-	2,000
Clerks per act of 20th April, 1818,	-	-	-	3,550
Clerks and draftsman per act of 26th May, 1824,	-	-	-	4,000
Messenger,	-	-	-	700
Contingent expenses,	-	-	-	1,800
				<u>\$22,550</u>

NAVY COMMISSIONERS' OFFICE, November 9th, 1826.

ESTIMATE of the sums required for the support of the office of the Secretary of the Navy, for the year 1827.

Salary of the Secretary of the Navy, per act of Congress of 20th February, 1819,	-	-	-	6,000
Compensation to the Clerks, authorized per act of 20th April, 1818,	-	-	-	8,200
Compensation to one additional Clerk, per act of 26th May, 1824,	-	-	-	1,000
Compensation to the Messenger and Assistant Messenger,	-	-	-	1,050
Contingent expenses,	-	-	-	3,000
				<u>\$ 19,250</u>

Submitted.

Additional compensation to the clerk whose salary is now 800 dollars, which is proposed to be increased to 1,000 dollars per annum,	-	-	-	200
Compensation to one additional Clerk,	-	-	-	1,000
				<u>\$20,450</u>

The necessity for the two last items was fully explained in a letter to the Chairman of the Committee of Ways and Means of the House of Representatives, dated 21st January, 1826.

Note.—Of the sum estimated for contingent expenses, \$ 2,000 will be required for the current expenses of 1827, the other \$ 1,000 for arrearages of and prior to 1826, to repay the amount heretofore expended for extra clerk hire during the session of Congress, and for similar expenses during the ensuing session.

ESTIMATE of the sum required for the improvement and repairs of the two Executive Buildings West of the President's House, occupied by the War and Navy Departments, in addition to what is now granted, submitted by the Superintendent.

For repairing the wells and pumps, which are considerably out of order, - - - - -	\$120
For painting the passages, out side walls, and window frames, - - - - -	500
For planting trees and making pavement, - - - - -	200
	<hr/>
	\$ 880

Z.

ESTIMATES FOR THE MARINE CORPS FOR THE YEAR 1827.

*Head Quarters of the Marine Corps, }
Washington, 13th Nov. 1826. }*

SIR : I have the honor to transmit to the Department the estimates for the Marine Corps for the year 1827, together with a letter from the Quartermaster, explanatory of them.

I remain, with great respect,
Your most obed't. serv't.

ARCHD. HENDERSON,

Lt. Col. Commandant.

HON. SAMUEL L. SOUTHARD,

Secretary of the Navy.

ESTIMATE of Pay for Officers, Non-commissioned Officers, Musicians, and Privates, and Subsistence for the Officers of the United States' Marine Corps, for the year 1827.

PAY.

1 Lieut. Col. Commandant,	at \$75 per month,	\$900
1 Lieutenant Colonel, - - - - -	60 do	720
1 Paymaster, - - - - -	50 do	600
1 Quartermaster, - - - - -	60 do	720
7 Captains, - - - - -	40 do	3,360
23 First Lieutenants, - - - - -	50 do	8,280

16 Second Lieutenants,	-	-	25 per month,	4,800
1 Surgeon,	-	-	50 do	600
1 Surgeon's Mate,	-	-	40 do	480
1 Sergeant Major,	-	-	10 do	120
1 Quartermaster Sergeant,	-	-	10 do	120
1 Drum Major,	-	-	9 do	108
1 Fife Major,	-	-	9 do	108
71 Sergeants,	-	-	9 do	7,668
73 Corporals,	-	-	8 do	7,008
20 Drummers,	-	-	7 do	1,680
20 Fifers,	-	-	7 do	1,680
750 Privates,	-	-	6 do	54,000
Extra pay to Adjutant and Inspector,	30	do		360
				93,312

SUBSISTENCE.

1 Lieut. Colonel, 6 rations per day, and six as Comdt. 12 rations per day, is 4,380, at 20 cents each,				\$876
1 Lieut. Colonel, 5 rations per day, is 1,825, at 20 cts.				365
1 Paymaster, 4 do		1,460,	do	292
1 Quartermaster, 4 do		1,460,	do	292
7 Captains, 3 do		7,665,	do	1,533
23 First Lieuts. 4 do		33,580,	do	6,716
16 Second do. 3 do		17,520,	do	3,504
1 Surgeon, 2 do		720, at 25,		180
1 Surgeon's Mate, 2 do		720, 20,		146
				13,904
				Dollars, 107,216

*Head Quarters of Marines,
Paymaster's Office,*

WASHINGTON, 13th Nov. 1826.

JOS. L. KUHN,
Paymaster M. C.

HEAD QUARTERS MARINE CORPS,

QUARTERMASTER'S OFFICE,

Washington City, November 1, 1826.

SIR: I have the honor to transmit an estimate of appropriation required for the Quartermaster's Department of the Marine Corps, for the year 1827.

The limits defined by the Commissioners of the Navy for the marine enclosure in the Navy Yard at Philadelphia, render it necessary, in order to properly locate the officers' quarters, (for which an appropriation was made last year) that the Barracks occupied by the men

should be removed, and as they are old and the expense of repairing them would be considerable, it was deemed advisable to suspend the building of the officers' quarters, until the additional sum of \$11,000 in the present estimate could be obtained for the erection of new barracks for the men.

Explanatory of the necessity of the appropriation for barracks at New York, I enclose herewith a certificate forwarded to this office by Lieut. Col. R. Smith, shewing the present barracks to be untenantable and unworthy of repair.

I will further state that from personal inspection I agree in opinion with the signers of the certificate.

I am, very respectfully, Sir,

Your obed't servt.

E. J. WEED.

Q. M. M. C.

To Col. A. HENDERSON,

Commandant Marine Corps.

MARINE BARRACKS, BROOKLYN, N. Y. }
12th October, 1826.

SIR : In obedience to your request, we have taken a survey of the quarters occupied by the troops under your command, and have the honor to make the following statement :

That on examination of the left wing of the Barracks, we find, that the dilapidated condition of the roof, and the rottenness of the timbers, renders it entirely unfit to be occupied. The condition of the roof is such, that, in bad or wet weather the rain is admitted in many parts : and we find, on inspection this day, that the floor of a room occupied by one of the officers is completely overflowed by water, admitted through the roof.

That the rooms occupied by the non-commissioned officers and privates are not in a fit state to live in ; they all leak, and it is our opinion, it would be dangerous to attempt a repair of the roof, from the rottenness of the rafters : besides a repair might be attended with more expense than the buildings are worth.

That one of the barrack rooms is occupied as a hospital, and is entirely unfit for the accommodation or comfort of the sick.

That the room occupied as the Commanding Officer's Office, is in a very leaky condition, and it appears impossible for the clerk to keep the books and papers in a proper state of preservation.

That the guard room is very bad, and the cells above it so entirely insecure, that the safe keeping of the prisoners is rendered doubtful, even with the most constant vigilance.

That the quarters occupied by the commanding officer in wet weather are entirely untenantable.

That in fact the money it would require to put the Barracks in good repair. would be more than the buildings in their present condition are worth.

That the building occupied as a store, for arms, accoutrements and clothing, is a mere *shell*, and admits the rain in almost every part ; in consequence, the articles receive much injury from such exposure.

We are, Sir, respectfully,

Your obd't servts.

BENJN. MACOMBER,

Lieutenant of Marines.

G. F. LINDSAY,

Lieutenant of Marines.

JOHN F. WALTON,

Master Joiner, Navy Yard.

Colonel RICHARD SMITH,

Commanding Marines, New York.

ESTIMATE for Expenditures in the Quartermaster's Department of the United States' Marine Corps, for the year 1827.

SUBSISTENCE.

For 297 non-commissioned officers, musicians, privates, and washerwomen serving on shore, at one ration per day each, is 108,405 rations, at 12 cents per ration, is \$13,008 60

CLOTHING.

For 938 non-commissioned officers, musicians, and privates, at 30 dollars each.	-	-	-	28,140
For 100 watch coats, at 6 dollars 25 cents each,				625
				<hr/> 28,765 00

FUEL.

For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for the public offices and armory,	-	-	-	-	9,098
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CONTINGENCIES.

For travelling expenses for officers, and transportation of men. freight of stores from one station to another, toll, ferriage, wharfage, and cartage. expenses of recruiting, per diem allowance for attending courts martial and courts of inquiry, and for officers on extra duty, compensation to judge advocates, house rent, and chamber money. where there are no quarters assigned, incidental labor in the quartermaster's department, expenses for

burying deceased persons belonging to the Marine Corps, printing and stationery, postage on public letters, forage. expenses of pursuing deserters, keeping in repair the barracks at the different stations, straw for the men, barrack furniture, spades, shovels, axes, picks, and carpenters' tools, and for no other purpose whatever,	-	-	-	-	\$13,500
For sundry expenses arising in the current year, and not hereinbefore mentioned,	-	-	-	500	
				<u>500</u>	14,000 00

MEDICINES.

For medicines, hospital stores, and instruments, for the officers and marines (on shore)	-	-	-	-	2,369 71
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BARRACKS.

For completing the barracks at Philadelphia,	11,000	
For erecting new barracks at New York,	30,000	
	<u>41,000</u>	00
		<u>\$108,241 31</u>

Head Quarters Marine Corps,

Quartermaster's Office,

WASHINGTON CITY, 14th Nov. 1826.

E. J. WEED, *Q. M. M. C.*

REPORT
OF
THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
18th November, 1826.

SIR : I have the honor to submit to you a statement of the operations of this Department, for the year ending the 1st July last.

Very respectfully,

Your obedient servant,

JOHN McLEAN.

The PRESIDENT OF THE UNITED STATES.

POST OFFICE DEPARTMENT,
18th November, 1826.

Within the year ending on the 1st July, 1825, there was received for postage, the sum of	-	-	-	\$ 1,252,061 32
The expenditures during that year, were	-	-	-	1,206,584 42

Leaving a surplus of receipts of forty-five thousand four hundred and seventy-six dollars and ninety cents	-	-	-	45,476 90
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The receipts for the year ending on the 1st July last, were	-	-	-	-	\$1,388,416 82
For the same period, the expenditures amounted to	-	-	-	-	1,309,316 21

Which leaves seventy-nine thousand one hundred dollars and sixty-one cents of receipts above the expenditures	-	-	-	-	79,100 61
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A comparison of the above receipts, shows an increase of revenue, during the last year, above the preceding one, of one hundred and thirty-six thousand three hundred and fifty-five dollars and fifty cents.

From my report of last year, it appeared that the means of the Department, (including a reduction of

expenditure of forty-seven thousand eight hundred and twenty-one dollars and twelve cents,) for the year ending 1st July, 1826, exceeded those of the year ending 1st July, 1823

\$ 185,537 32

To this may be added the receipts of the last year above those of the preceding

136,355 50

Making three hundred and twenty-one thousand eight hundred and ninety-two dollars and eighty-two cents of revenue for the last year, above the receipts of the year ending 1st July, 1823

321,892 82

This amount, it will be observed, includes no part of the old debt.

The increase of the revenue of this Department arises, in no considerable degree, from the facilities which have lately been given on important routes, and the growing confidence of the public, in the safety and regularity of the mail.

Since the last annual statement, contracts have been made for an additional transportation of the mail in stages, two hundred and fifty-nine thousand three hundred and sixty four miles, and, on horseback, sixty-nine thousand one hundred and sixty miles, annually.

This transportation, when added to the increase of the two preceding years, will show an augmented conveyance of the mail, in comparison with the year 1823, of one million eight hundred and fifty-seven thousand three hundred and forty-five miles.

Seven hundred and fourteen Post Offices have been established within the past year; these, when added to those established in the two preceding years, make seventeen hundred and fifty-four.

A comparison of the above augmentation of revenue, transportation, and Post Offices, with former years, will show the rapid extension of the operations of this Department.

In 1801, the receipts for postage were - - - \$ 320,443 00

The increased revenue of last year, over the year ending 1st July, 1823, as above stated - - - 321,892 82

Leaving fourteen hundred and forty-nine dollars and eighty-two cents more than the total revenue of 1801

1,449 82

The augmented transportation of the mail since 1st July, 1823, is equal to its conveyance throughout the Union in 1800.

In 1806 there were but seventeen hundred and ten Post Offices; there are now six thousand two hundred and eighteen; seventeen hundred and fifty-four of which have been established since 1st July, 1823.

On the contracts which have been lately made for the South and Southwest, some reduction of expense has been effected, though great additional facilities have been given.

On the route by the way of Huntsville, Columbus, Jackson, and Natchez, to New Orleans, under the new contracts, the mail will be carried in covered carriages. Stages have been established to run three trips weekly, between Milledgeville, in Georgia, and Montgo-

mery, in Alabama, and thence to Blakely, when steamboats cannot ply to Montgomery.

From Blakely and Mobile to New Orleans, the mail will be conveyed three trips weekly, in steamboats. On this route the great mail to New Orleans will be transported in four days less time from Washington City, and all places North of it, than on the route by way of Natchez.

A new principle has been incorporated into the late contracts, which, it is believed, will produce great regularity in the conveyance of the mail.

Excuses for delays and total failures have always been heard, and when it appeared that the obstructions were such as could not be overcome, no penalties have been imposed. Under this practice, it has been found that carriers often endeavor to avoid the effects of their own negligence by statements which exempt their employers from fines. This presents a strong inducement for them to magnify difficulties and procure certificates from persons with whom they may have influence, corroborative of their own allegations. To remove this motive and induce the utmost exertion, by the late contracts, a penalty follows every failure, without regard to the cause producing it. As this penalty is increased by the addition of every seven minutes' delay, and as a failure to connect with a depending line, through any want of exertion, may forfeit the contract, no greater inducement can be offered to insure a punctual delivery of the mail.

On the 1st July, 1823, balances were due from contractors, Postmasters, and late Postmasters, amounting to \$ 391,994 59

There was due to contractors, for services rendered prior to that time, which should be deducted, the sum of \$ 26,548 64

Amount of debts since ascertained to be bad 27,814 24

Suits pending and judgments, amounting to 149,500 00

Estimated amount of balances composing a part of the debt above stated, which have been adjusted by credits 30,000 00

233,862 88

\$ 158,131 71

From this sum deduct the amount of the expenditures over the receipts for the year ending 1st July, 1824 12,387 35

\$ 145,744 36

Amount of receipts above the expenditures for the year ending 1st July, 1825 45,476 90

Excess of receipts over expenditures for last year 79,100 61

\$ 270,321 87

This sum is subject to the order of the Department.

As the means of the Department are ample to meet all its engagements, and any reasonable amount of additional expenditure which Congress may think proper to authorize, by the establishment of new routes, it is desirable that its contingent expenses and the salaries of its officers should be paid out of its own funds, and the Treasury be released from the usual appropriations for that purpose.

Fifty thousand dollars might be saved annually by the discontinuance of unproductive post routes.

Under the law passed at the last session of Congress, requiring the mail routes from Columbus, in Mississippi, to Doake's, and from Chatahoucha, in Georgia, to Line Creek, in Alabama, to be repaired, contracts have been made and the work commenced.

REPORT

OF THE

COMMISSIONER OF THE GENERAL LAND OFFICE.

GENERAL LAND OFFICE, 1st December, 1826.

SIR : Referring to the report made by me on the 15th of December, 1825, and then submitted to you, I have now the honor to state that the whole of the very heavy arrearages of the business of the office has been brought up : and that the current business of the office, in all its branches, has been brought up to the present time, so far as the returns have rendered it practicable ; and I feel great satisfaction in adding, that, with few exceptions, the returns of the Registers and Receivers have been promptly and regularly made, and that in most of the cases where there has been delay in making their returns, satisfactory reasons have been assigned for such delay. The paper No. 1 exhibits the periods to which the quarterly accounts of the Receivers have been returned ; the periods to which they have been adjusted ; and the amounts in the hands of the Receivers at the dates of the accounts respectively. The paper No. 2 is a statement showing the cases where the returns of the Registers have been delayed, and the causes of such delay, so far as they are known to this office.

In respect to the Surveying Department, so far as it is connected with this office, I have the honor to state, that the returns of the Surveyor General, whose surveying district embraces the States of Ohio and Indiana, and the Territory of Michigan, are regularly and promptly made, and that there are no existing embarrassments in relation to the business of that office.

In the surveying district embracing the States of Illinois and Missouri, and the Territory of Arkansas, every possible exertion is made by the very able officer at the head of that Department, to bring up the very heavy arrearages which existed in that office previous to his appointment, and to execute the current business.

In the district embracing the States of Mississippi and Louisiana, great embarrassments exist in the Surveying Department, and particularly in relation to the surveying and preparing for patenting, the private claims in the State of Louisiana. Some of the causes of embarrassment can only be removed by the interposition of legislative regulations. On this subject I made a communication to the Chair-

man of the Land Committee of the House of Representatives during the last session of Congress: and without some further legal provisions, I have great doubts whether the present incumbent will be able to surmount the existing difficulties attending the execution of the surveys in that district.

In the surveying district which embraces the State of Alabama, the surveying has generally been executed, with the exception of the surveying of the lands lying south of the 31st degree of latitude in that State. This particular tract of country formed a part of the surveying district embracing the States of Mississippi and Louisiana, but, by the Act of the 28th of February 1824, it was attached to the surveying district of the State of Alabama. As, however, by the existing laws, the surveying of the private claims in this tract of country, which include a large portion of the best land in it, is subject to the direction of one of the principal Deputy Surveyors for the State of Louisiana, it has been deemed expedient to suspend the surveying generally, until the surveying of the private, as well as the public lands, shall be placed by legislative enactment under the entire control of the Surveyor for Alabama. A communication embracing this subject has been made to the Chairman of the Land Committee of the House of Representatives.

In the surveying district for the Territory of Florida, the surveying of the public lands has progressed with as much rapidity as was desirable. It is, however, indispensably necessary for the further due execution of the surveying business in that Territory, that legislative provision be made for the surveying of the private land claims in Florida. Had the bill in relation to this subject, which was reported to the House of Representatives at the last session of Congress, been acted upon, and passed, it would have enabled the Surveyor to have closed the surveys of the private and public lands in that Territory within a very short period of time.

The arrearages of the business of this office having been brought up, and all that portion of the business relating to military land claims of every description being very much diminished, it becomes my duty to state that the number of the Clerks in this office, may, with a due regard to the public interest, be diminished. Previous to the Act of the 20th of April 1818, the number of Clerks in this office had been increased, with a view to expedite the issuing of the military land patents to the soldiers of the late war. The Act referred to authorized the employment of twenty-three Clerks in this office, and fixed the compensation, which amounted to twenty-two thousand five hundred and fifty dollars, and regulated their salaries agreeably to the annexed schedule marked No. 3. But, as the duties assigned to, and required of the respective Clerks in this office, in no manner corresponded with the amount of the salaries which they respectively received, and as the Act of 1818 had fixed the salaries of the Clerks in this office in a ratio very disproportionate to the salaries of the Clerks in all the other Departments of the Government, its provisions have operated unequally and injuriously in relation to this office.

EXHIBIT of the state of the Accounts of the Receivers of Public Moneys; showing the last Quarterly Return received and adjusted at the General Land Office; and showing, also, the balance exhibited by each Receiver in the last account rendered.

LAND OFFICES.	Accounts received for quarter ending	Accounts adjusted for quarter ending	Amount subject to Treasury drafts as exhibited by the Receivers.	EXPLANATORY REMARKS.
Marietta	September 30, 1826	September 30, 1826	\$1,118 24	
Zanesville	ditto	ditto	1,901 54	
Steubenville	ditto	ditto	4,271 24	
Chillicothe	ditto	ditto	1,469 22	
Cincinnati	ditto	ditto		
Wooster	ditto	ditto	662 84	
Piqua	ditto	ditto	859 74	
Delaware	ditto	ditto	269 21	
Jeffersonville	ditto	ditto	2,278 35	
Vincennes	ditto	ditto	14,632 19	
Indianapolis	ditto	ditto	1,135 82	
Crawfordsville	ditto	ditto	27,618 61	\$ 11,000 of this sum were received in the month of September last.
Fort Wayne	ditto	ditto	1,428 22	
Kaskaskia	ditto	ditto	2,119 66	
Shawneetown	ditto	ditto	2,319 46	
Edwardsville	ditto	ditto	1,015 04	
Vandalia	ditto	ditto	75 48	
Palestine	ditto	ditto	552 04	
Springfield	ditto	ditto	32,632 82	This sum received at the public sale in September last.
Detroit	June 30, 1826	June 30, 1826	51,391 82	The Receiver's quarterly accounts for September last have been delayed in consequence of his absence for the purpose of settling his accounts at the Treasury, and depositing the money into Bank. It appears, from his monthly accounts for September, that there was then in hand \$ 5,527 35.
Monroe	September 30, 1826	September 30, 1826	2,640 72	
St. Louis	ditto	ditto	1,736 56	
Franklin	ditto	ditto	32,358 39	
Cape Girardeau	ditto	ditto	3,075 57	
Palmyra	ditto	ditto	2,930 37	
Lexington	September 30, 1825	September 30, 1825	9,416 78	No sales since that period; the gentleman appointed to the office of Receiver, having declined to act.
Batesville	September 30, 1826	September 30, 1826	4,332 64	
Little Rock	June 30, 1826	June 30, 1826	1,274 55	
Quachita	September 30, 1826	September 30, 1826	15,267 23	Received principally in September last.
Opelousas	June 30, 1826	June 30, 1826	85 63	
New Orleans	March 31, 1825	March 31, 1825	1,600 82	Receiver removed.
St. Helena Court House				No lands in market.
Washington	September 30, 1826	September 30, 1826	1,701 85	
Augusta	ditto	ditto	16 52	
Choctaw District	ditto	ditto	2,378 84	
St. Stephen's	December 31, 1825	December 31, 1825		
Huntsville	September 30, 1826	September 30, 1826	1,291 11	From the monthly returns of the Receiver, for September last, it appears that there were then in his hands \$ 8,533 13. It is presumed that the quarterly accounts have been delayed in consequence of the absence of the Receiver.
Tuscaloosa	March 31, 1826	March 31, 1826	2,623 37	The absence of the Receiver, and his indisposition, have delayed the rendering of his quarterly accounts.
Cahaba	December 31, 1824	December 31, 1824		Balance due by the present Receiver, on the 31st March last, was \$ 13,427. The quarterly accounts have been delayed from the necessity of bringing up the books of his predecessor. In consequence of the absence of the Receiver, and indisposition of the Register, very little business has been done in this office since March last.
Sparta	June 30, 1826	June 30, 1826	7,292 89	This is the balance found to be due on adjustment of the accounts of this office. The Receiver is dead.
Tallahassee	September 30, 1826	September 30, 1826	11,954 35	

It is believed that seventeen competent Clerks, seven of those being good and efficient Book Keepers, would be adequate to execute the business assigned to this office. I therefore submit the paper marked No. 4, exhibiting a statement of the number of Clerks required in this office, the nature of their duties and their salaries, respectively, having reference to the salaries generally allowed in other offices, and would respectfully recommend that, from and after the 4th of March next, that part of the Act of the 20th of April 1818, which regulates the number and fixes the compensation of the Clerks in this office, be so amended as to regulate the number and fix the compensation of the same, in conformity to the statement exhibited in the paper now submitted.

I have the honor to be, with very great respect, your obedient servant.

GEO. GRAHAM.

Hon. RICHARD RUSH,
Secretary of the Treasury.

No. 2.

A Statement exhibiting the Returns of the Registers of the Land Offices, which have been delayed, and the cause of such delay.

Lexington, Missouri.—Returns made to November, 1825. No Receiver has been in commission since that period, which circumstance has stopped the sales.

New Orleans, Louis.—Returns made to 31st March, 1826. The Receiver removed in consequence of absence.

Cahawba, Alabama.—Returns to June, 1826. The Register absent on account of his health.

Tuskaloosa, “ Returns to June, 1826. Sickness of the officer has caused the delay.

No. 3.

Schedule of the number of Clerks in the General Land Office, and their salaries, respectively, as fixed by the Act of the 20th April, 1818.

1 Chief Clerk,	at	\$1,700 00	per annum,	is	\$1,700 00
2 Clerks,	“	1,400 00	“ “	“	2,800 00
3 Clerks,	“	1,150 00	“ “	“	3,450 00
5 Clerks,	“	1,000 00	“ “	“	5,000 00
12 Clerks,	“	800 00	“ “	“	9,600 00
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23					\$22,550 00
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No. 4.

Schedule of the number of Clerks and their salaries, respectively, as proposed by the Commissioner of the General Land Office, to be substituted in lieu of those authorized by the second section of the Act of the 20th of April, 1818.

1 Chief Clerk,	-	-	-	at \$1,700	is	\$1,700
7 Good and efficient Accountants and Book-keepers,	-	-	-	1,150		8,050
1 Draughtsman,	-	-	-	1,150		1,150
1 Clerk to superintend the private claims and keep the contingent account	-	-	-	1,150		1,150
1 Clerk to attend to Military Land Claims,				1,150		1,150
6 Clerks for making out patents, recording, copying, and making indexes,	-	-	-	1,000		6,000
Additional allowance to the Clerk who keeps the account of the 3 per cent. fund,						250
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						\$19,450
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