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

Volume III Part 4 of 4

Naval Operations from April to July 1799

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Muster Roll of U. S. Frigate Constitution from (earliest entry date) 22 September 1798 to July 1799

MUSTER ROLL

U. S. Frigate Constitution

[July 1799]

[Note: "V" before the rank of an officer is interpreted to indicate service performed in specified rank by direction of Commanding Officer, without Commission or Warrant from Navy Department, such as "Acting Midshipmen" et cetera]

	Navy Department, such as "Acting Midshipmen" et Geteraj													
No.	Names	When entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commence- ment of pay on powers	When de- ceased	When dis- charged	When turned over to an- other ship	When run	Time last paid up to	Remarks	
1 2 3 4 5 6 7 8 9 10 11 12 13	Austin William Alexis Louis Allen Joseph 1798, Atwood John "Amsden Lewis 1709 Amsden Lyman "Ashby Thomas Austin Daniel Andrews Ebent Andrews Stephen Anthony Isaac Boss Edward Boss Edward Boss Edward Boss Edward Blake Charles	Novi 15 Dec. 27 June 10 June 11 June 10 July 6 " 9 " 6 " 13 June 27	V. Mid'n. Seaman. Seaman. O Seaman. Boy. O. Seam ditto. ditto. ditto. 4 Lieut. V Mids Surge Mate	10 17 17 10 9 11 13 15 16 16 40 10 30	20 18 22 28 30 32 32	Hull Hull Hamilton Hull Delouisy ditto		Sept 2	July 14			April 30 ditto		
15 16	Brackett Benjamin	July 8	Boats*	20	40	Hull							Broke & sent on	
17 18 19 20 21 22 23 24 25 26 27 28	Burchard Moses Blaau Richard Bentley James 1798 Bosence John " Burke John 1799 Beiley Joseph Beek John Brown Jesse Bennet Ezeklel Blanchard Daniel Jr Brown John	June 10 Nov. 20 Decr 8 June 6 " 7 " 3 " 5 " 10	Mstr M; Gr Yeom* Seeman ditto O Seaman ditto ditto ditto ditto Gr Gunr O Seam	18 17 17 10 10 12 15 12	22 20 24 30 25.25 etc	Hull ditto d	Sept 15th					Apl 30 ditto		

29 80	Brown Jacob Bacon William	" 10 " 15	Boy	17	34 16			 				Wages claim by his father
31 32 33 34 35	Bennet John Bartlett Benj* Burnes [or Burns] Philip Bonham Joseph Brooks Josiah Britton Thonias	" 10 " 14 " 11 " 17 " 18	Qr Mastr O Seam ditto	14	34 36 28 28 28 36	ditto Hamilton. ditto Hull	Sept 15th Sept 1 Sept 15th Sept 15th	 				regarder —
36 37	Blanden Rufus	" i	O Seam	14	28	ditto	, <u>-</u>	 				in the Prize Amalia Sept 15:5
38 39	Bates JonathanBotsford William	" 25 " 7	ditto Seam		28 34							in the prize Amalia Sept 15th
40 41 42 43 44	Bryan [or Bryant] Jeremiah Bates Asa Batchellor Moses Bartholic Stewart Bumford Thomas	July 1 6 7 4 4 9	O Seam ditto ditto ditto Seam	12 8 14	28.70 ote 24 16 28 34	Hamilton Hull De Louisy ditto Hull	Sept 15th	 				-
45 48	Bowers John	" 13 " 9 June 1	ditto	17	34 34 22	Delouisy	Sept 15th	 				Deserted at Boston Deserted at Boston
48 49 50 51 52	Cox John F Conelly Midlin Compston Henry	June 7 " 22 Novi 30 Decr 3 " 26	Mid* V. Mid* O Seam Seam O Seam	10 10 17				 			Apl 30 ditto	
53 54 55 56	Carnes Guy Childs [or Child] Spencer1790 Crane Silas Cox William	" 26	ditto Seaman O Seaman ditto	17 12 12	34 24 24	Hull ditto ditto	Sept 15th	 			ditto	
57 58 59 60 61 62	Cosgrave Michael Conway Samuel Cooper Henry Collis William Crattmaire David Curtis Daniel	" 6 " 11 " 7 " 4	ditto Boy ditto O Seam Shp+ Corpi O Seam	8 6 14 18	22 16 12 28 36 28	Hamilton_ditto Hullditto		 				
63	Chapin John	" 17	ditto	14	28	ditto		 		July 28		
64 65 66 67 68 69 70	Cook Joseph. Coolidge William. Cypriano Francisco. Converse Charles. Cutts Joseph F. Crane Anthony. Campbell George.	" 8 " 18 " 12 " 14 " 27		12 10 17 18 16	34.50 30 20 34 40 32 2.50 eta		Sept 15th	 				Sent in prize Amalia
71 72 73 74	Colwell William	June 24	Seam O Seam Qr Gun Cooper	14 18	34 36 34	Hulldittoditto	Sept 15th Sept 15th Sept 15	 	\ 	\	1	ì

Muster Roll of U. S. Frigate Constitution from (earliest entry date) 22 September 1798 to July 1799—Continued

MUSTER ROLL-Continued

No.	Names	W ben entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commence- ment of pay on powers	W hеп de-	Whon dis- charged	When turned over to another ship	When run	Time last paid up to	Remarks
75 76 77 78 79 80 81 82 83	Cotes Gilbert Clarke Jonathan Cavaller Samuel Collins James Clarke [or Clark] William Case Moses Carnes Henry Crocker Nathaniel Chase Thomas Coffin William Coplett Thomas Collins Richard Coffin Peter Deblois James S Delouisy John B Dunn William	June 7 14 4 8 4 4 11 27	OSeam Boy SI Makr Qr Gun O Seam ditto Boy Qr Mastr ditto Seam ditto Seam ditto Seam ditto Seam Ditto Ditto	20 18 16 10 17 17 10 18 8 10 17 40 19		Hull ditto d		Octr 21				May 31 May 31	de de
87 88 89 90 91 92 93 94 95 96 97	Davidson Pliney Downe Jesse Dinsdele John D Deveraux Benje Davis John Dodge Levi Defleld Jesse Derrick Henry Drummond Daniel Dunton Samuel Dunton Joseph Davis Benjamin	Nov 21 Decr 4 June 18 " 7 " 3 " 22 " 20 " 20	Carpeni S. Stewart Dr Mate O Seam Seam ditto O Seam ditto ditto ditto ditto ditto ditto Seam	17 10 17 17 14 12 10 14 14		Hull ditto ditto ditto ditto ditto ditto						Apl 30 ditto	Sent in prize Amalia
99 100 101 102 103 104 105	Diamond William	June 24 July 6 Nov. 24 May 30 June 15 " 18 " 21	Seam O Seam Seam ditto	8 14 17 10 17 17	26 16 28 20 34 34 34 24	Hull ditto ditto ditto ditto ditto ditto ditto	Sept 15					Apl 30	Run at Boston

Emunes Richard	107	Earle John	July 6	Seam										sent in the Amalia
11	108	Emmons Richard	" 10	O Seam	13	26	ditto	Sept 15						Sepi 10
11		Fay Jonas		Surge Mi									May 81	
112 Flood John				Midt		l								
Purness Joseph		Fluker Francis		V Mid	10				-				May 31	
Purness Joseph		Flood John "		Seaman	17								Apl 80	
Purness Joseph				O Seam	10		T						Api su	Sout in the Amelia
115 Funes Joseph " 30 ditto 17 34 ditto 13 ditto 17 34 ditto	113	ressingtion menty	May 29	068/11	11	02								Dant 15
Fillsby for Filby William June 6 ditto 17 34 ditto ditto	115	Furness Iosanh	11 20	ditto	17	34	ditto							56p, 10
118 Franciso Anthony		Fillaby for Filby) William		ditto	17	34	Hamilton							
118 Francisco Anthony		Flanders Joshua	" 18	ditto	17	34	ditto			1				
Pulkes William	118	Francisco Anthony	** 13	O Seam	13	26	Hull							Sent in the Amalia
Present Rulus						ł			ŀ	1			l	Sept 15
121 Freeman Rufus		Fulkes William	May 31	Qr Mstr	18		ditto							
Foster Job		Fryer John	June 20	O Seam	12	24	Hamuton -	Cant						hanks for missendust
122 Foster Job.	121	Freeman Ruids	July 1	M. Arias	19	30	Hui	geh, 10						& made Carps Ven-
122 Foster Job.							ļ	i	1	i		!		
Finn Edmund	122	Foster Job	# 2	O Seam	14	28	ditto						.	Sent in the Amalia
Freeman Andrew					ĺ	_	i	ı	1	1	1	L		Sant 15th
Fisher Asa		Flinn Edmund	" 3	O Seam	14	28	ditto							_
Fessingdon [or Fessenden Thomas Gregory John 1788 Gregory John 1798 Gregory John 1798 Greary Deniel 1799 1899	124		11	ditto	14	10	ditto							
Thomas Creen John 1798 Creen Green Thomas " May 31 June 11 May 31 June 12 May 31 June 13 May 31 June 14 June 14		Fisher Asa		ditto	10		ditto		-]]]	Deserted at Boston
125 Gregory John		Fessingdon [or ressenden]	9											
130 Gridens John	195	Changery John 1799	NT0# 15	g _{oo} m	17	İ		ł	1	l	i	l	Ant 30	
130 Gridens John				ditto	17				-			June21	ADI 30	
130 Gridens John		Greary Daniel		O Seaman	14	28	Hull	Sept 15						
130 Gridens John	128	Gray William "		ditto	7	14	Hamilton.							
131 Gould William		Giddens John "		l dittoi	10	1 24.85e3*	i ditto				l		·	
131 Gould William	130	Grimes William	1	Seaman	17	34								
132 Green Greene John	101	Carld William		A 4	١.,	1 00	31140	l		l	ļ	i		peb: 10.+
133 Gage Simon 28 ditto 12 24 ditto sent in price Amalia 134 Gay John 24 ditto 14 25 ditto 135 Gandail John July 4 ditto 14 28 ditto 136 Gardner James 4" 14 ditto 14 28 Delouisy 137 Glover John June 5 ditto 14 28 Delouisy 138 Grimes John 5 ditto 14 28 Delouisy 138 Grimes John 5 ditto 14 28 Delouisy 139 Hull Isaac 6 12 ditto 140 Harlidon Rob't W May 31 May 31 141 Harliden [or Harriden] Nathaniel 8 Master 40 141 Harliden [or Harriden] Nathaniel 8 Master 40 142 Grimes John May 31 May 31 143 Harliden [or Harriden] Nathaniel 8 Master 40 144 Grimes John 8 May 31 145 Gardier James 150 Gardier James 164 Grimes John 175 Glover John 185 Gardier James 187 Glover John 187 Glover John 187 Glover John 188 Grimes John 189 Glitto 189 Glitto 180 Grimes John 180 Gardier James 180 Gardier James 180 Gardier James 180 Gardier James 180 Gardier James 180 Gardier James 180 Gardier James		Green for Greenel John	21	ditto	19	28	ditto	Sent 15	-					
134 Gay John	133	Gage Simon	28	ditto	12	24	ditto	1 50pr 10						_sent in prize Amalia
136 Gardael John			-	i .		i	41000		1					Sept 15th
136 Gardner James	134	Gay John	24	ditto	14	52	ditto							_
137 Glover John		Gandall John	July 4	ditto	14	28	ditto				\			
139 Hull Isaac.		Gardner James	14	ditto	14	28	Delouisy							
139 Hull Isaac.		Clover John	June o	ditto	14	1 28	Hulling		· [
140 Hamilton Rob! W		Unit Imag	. 0	let I land	40	12	ditto						May 31	
141 Hariden (or Harriden) Nathaulel S. Master 40 May 31 Ship'd at Sea Novr 2nd Cooper, William I1798]. No wages agreed upon till I know		Hamilton Robt W		2d Lient	40								May 31	•
Hadfield, Stephen Ship'd at Sea Novr 2cd [1798]. No wages agreed upon till I know		Hariden for Harriden Nathaniel		S. Master	40								May 31	
agreed upon till I know		Hadfield, Stephen	1										Ī	Shin'd at Ses Novi 204
āgreed upon till I know		Cooper, William	<i>}</i>											[1798]. No wages
142 Hudson Fred ^k N [or F] July 5 Mid*									1	l			l	agreed upon till I know
142 Hudson Fred* N (or F]									1				ĺ	their qualifications
143 Hoyt James		Hudson Fred N [or F]	July 5	Mid*	19		-==-::	\	-					
	143	Hoyt James	June 6	Mn Mate	18	27. 75	Hull	l	-1	l		l	l	I

Muster Roll of U. S. Frigate Constitution from (earliest entry date) 22 September 1798 to July 1799—Continued

MUSTER ROLL—Continued

	Names	en entered	Stations	Monthly psy	dvanced by recruiting officer	y whom advanced and recruited	ommence- ment of pay on powers	h e n de- oeased	hen dis- charged	When turned over to an- other ship	When run	Time last paid up to	Remarks
ģ			S ta	Mo	Ad	By	°°	≱	≱	™ °°	_ ₹	T.	
144 145 146	Humphries [or Humphreys] Robt 1798 Howard Samuel Hunt Nathan	4 28	O Seam	17 17			Sept 15					do	
147	Hall Nathaniel	Decr 6	ditto	17			Sept 15					do	Sept 15
148 149 150 151	Hilton Francis Hopkins William 1799 Hayden Gerrard Hardison Jonathan	" 26 June 5 " 6	dittoditto	17 17 12	36 34 24	Hull ditto ditto	Sept 15						
152 153 154 155	Hunt John Hazen Benjamin Hagget [or Haggett] Isaac Harvey William	" 5 June 14 " 15	Seam O Seam Qr Mast	17 12	28 34 24 36	Hamilton	Sept 15						
156 157 158 159	Hantey [or Hanly] JohnHillman Robert. Hewett JohnHarnet Augustus	" 13 " 4 " 21	O Seam ditto Seam Qr Gun	14 11 17	28 22 34 36	ditto		.					_Drowned Octs 1244
160 161 162	Hohn George Hallam James Hunt Oliver	17	Seam O Seam	17	34 24 28	ditto							
163 164 165	Heminway Simeon Henry Benjamin Hinks James	" 5	ditto ditto	14	28 30 45	ditto Delouisy	Sept 15 Sept 15						
168 167 168	Hunt Benjamin Hollis Samuel Hopkins Franklin	July 3	ditto ditto Bov	14 12	40 24 20	ditto	Sept 15						
169 170 171	Horsewell Nath Holden Nathaniel Johnston [or Johnson] Thomas	" 14 " 12	ditto Seam Boats*	10	90	ditto ditto	1		i			1	broke for miscon- duct, and sent on
						77-11							shore at Boston July 1419 1799.
172 173 174	Jones Benjamin Jackson James Ingalls Henry	May 31 June 12	Beam Boy O Seam	. 10 . 14	20 26	ditto	Sept 15						,
175 176	Joseph John Johnston Henry	" 6 4	ditto	. 8 . 14	16 28	Hull							

177	Joy Samuel M	" 20	ditto	14	28								sent in the Amalia Sept 15th
178 179	Johnson [or Johnston] John Johnston Christopher	" 21 " 21 " 27	Qr Gun Seam	17	36 34 34	ditto	Sept 15						·-
180 181	Jeffers Nicholas	July 9	O Seam	10	6. 50 ota.	Delouisy	 						
182 183	Justin Samuel	7	Geam	17 14	26 28	Hull							
100	Janson Derrick	June 7	Seam	17	34	Hamilton.							Deserted at Boston
184	Kimble [or Kimbal] Samuel	" 13	O Seam	11	22)				_			apprentics to Gabl Chadwick
185	Kimble [or Kimbal] Asa	" 10	ditto		24.50	Hamilton.	Sept 1			<u>-</u>			
186	Kuhn Philip	" 13 July 6	Seamditto		34 34	Hull							
187	Knowles Anthony Kennedy Benjamin	July 6	O Seam	14	28	ditto							Deserted at Boston
188	Longley John		Mid*	19								May 31	
189 190	Leonard Sorennus [or Soranus] Lovett Solomon [or Samuel]	June 7	ditto O Seam		10	Hamilton.			l	I			
191	Low William	" 14	ditto	8	10	Hull							
192 193	Lewis John	0	Seam		36 34	ditto]						
194	Long William	July 6	O Seam	12	24	Delouisy							
195	Lewis Samuel	June 23 July 12	ditto		22 26								
196 197	Leonard Charles	11	Seaman	17	34	ditto							
	Lecour Baptist John	Sept 22	ditto	17		ditto							recruited on board
	Leavett Edward	June 8	Воу	8	advance 16	Hull				 			Deserted at Boston
198	Milne James	June 16	Mid9	19		1	1		1	1			
199 200	Morris Noahdiah	May 27 Nov. 19	C Clk		20	Hull						Apl 30	
201	Metcalf John	Decr 3	ditto			 					June 21		Deserted in Boston
202	Middleton George "	Novt 28	ditto	17				}			'		June 21st 1799 —
203	Morgan John	May 27	ditto	17	34	Jarvis							
204	Marston William	June 3	Boy		10 34	Hull							
205 206	Mason Thomas	" 8	ditto		34	ditto							
207	Melzard Richard	" 7	O Seam		20	Hamilton							
208 209	Marshall John McCabe Alexander	" 18 " 13	Seaman		34 34	ditto							
210	M*Pherson William	" 7	Воу	6	12	Hamilton.		- <i></i>	l				
211	Marston David	" 6 " 27	Seam		34 24	Hamilton	Sept 15						
212 213	Mayhew William	" 20	ditto	14	30	ditto							
214	Moody Thomas	"4	ditto	14	28 34	ditto							
215 216	Miller William	" 24	Seam		34								
217	Marston Lemuel	" 23	ditto	17	53.26ots	Hamilton .					l		
218 219	Moore James Martin Andrew	June 1 July 2	Gunner Seam		40 34	Hull						May 81	
219 220	McCullock William	June 24	ditto	17	34	ditto	Sept 15	l]				
221	Mew John	July 8	O Seam		20	Delouisy	1	1		l	l	1	,

Muster Roll of U. S. Frigate Constitution from (earliest entry date) 22 September 1798 to July 1799—Continued

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No.	Names	When entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commence- ment of pay on powers	When de- ceased	When dis- charged	When turned over to an- other ship	When run	Time last paid up to	Remarks
222 223 224	Miliet Benjamin Major Charles Mack John P		ditto Qr Gup Mid?	18 19	28 42		_		July 14			May 31	Delivered his warrant to Capt
225 226 227 228 229	Murray Dennis	June 29 July 9	O Seam Qr Mast Seam O Seam Midv	18 17 14	28 36 34 28	ditto	Sept 15						
230 231 232 233 234 235	Nash Thomas 1798 Needham Nathaniel 1799 Nichols Richard 1790 Newcomb Francis 1790 Newton John 1798 Oliver Thomas 1798	Nov. 23 June 18 15 July 2 " 9 Nov 24	ditto	10 17 12 14 17	34 24 28 34	Hull ditto ditto ditto ditto	Sept 1					Api 30	
236 237 238 239 240 241	Oneil Bryan	June 10 " 7 " 13 " 27	O SeamdittoSeamditto	12 14 13 17 17	26.9 28 26 34 34	Hull Hamilton Hull	Sept 15				July 23		Deserted at Boston
242 243 244 245 246	Prescott [or Prescot] Samuel Pearce William	" 15 " 15 Novt 22 May 27 June 8	ditto V Mid Seaman O Seam ditto	19 17 14 14	34 28	Jarvis						Apl 30	
247 248 249 250 251 252	Perry John Perry Mirick Poline Peter Phelps Henry Perry Heman Phillips [or Philips] Francis 1798	18	ditto	15 17 14 13	5 34 28 26	Hullditto	Sept 1		.,				Sent to sick quat Bos-
258 254	Perkins Jotham	" 24 July 6	ditto	l	I	Hull							ton July 16th -sent in Prize Amalia 15th Sept
255 256	Proctor Isaac	June 27	O Seam	13	26	Hull							

267 258 259 260 261 262	Parker Asa Pine Edward Patten James Prentice Asa Rosch John Robinson William 1798 Rhodes Thomas "	" 8	O Seaman ditto Seam ditto Mid* Seam O Seam	14 17 17 19 17		Hull					June	May 31 Apl 30	Deserted at Boston in June 1799 —
263 264	Robson John 1799	Jany 17	Воу	10				Oct 18		ļ	}	do	Fell over board & was Drown! —
265 266	Ripley Silas	June 8	O Seam Boy		29. 2 23. 50	ditto					[<i>-</i>		sent in Amalia Sept
267 268 269 270 271 272 273 274 275 276 277	Raslidge Francis Rigg Cuthbert Rogers William Roberts William Roberts William Robe Joseph Robinson John Robinson Benjamin Sy Medard for St Midard] Peter Shattuck Benjamin Shore John Sprague John		O Seam	10 10 17 17 14 50 19 19	38	ditto ditto Hull do do Hull		Oct. 25				May 31	Died of a Consumption
278	Smith Thomas1798	Dec. 3	Seam						l .	1			_was made Actf Boat-
279 280 281 282 283 284 285 286 287 289 290 291 292 293 294 295 295 296 297 298 299 301 302 303 304	Sailnderson Robert Sloan George Smith John 1et Swan Aaron. 1799 Symms [or Syrns] James Smith Samuel Silvers Robert Sluman John Shaunon William Siddons Edward Sawyer John Smith William Sharky Robert Smith John 24 Smith John 25 Smith Thomas 24 Smith Thomas 24 Smith Thomas 24 Smith George John Sultees [or Sutlees] Thomas Seabran Peter Seolfield W# Junn Schyler [or Seyler] Charles Smith John 34 Shaw William Smith Edward Smith Edward Smith Edward Smith Edward Smith Edward Smith Sands Charles	Novi 20 " 22 Decr 27 June 10 " 8 " 12 " 6 " 10 " 8 " 12 " 6 " 10 " 30 " 11 " 18 " 19 " 19 " 21 July 3 " 5 " 3 " 1 " 4 " 4	do	17 17 10 11 14 17 12 12 18 17 17 17 18 17 17 18 11 14 17 17 17 18 11 14 17 17 17 18 11 11 11 11 11 11 11 11 11 11 11 11	13. 72 28 34 22. 50 24 20 24 23 36 34 34 24 23 34 36 36 34 36 31 36 31 32 32 33 34 34 22 33 34 34 22 33 34 34 34 36 36 36 36 37 36 37 36 36 36 36 36 36 36 36 36 36 36 36 36	Hull Jarvis Hull Hamilton do	Sept 1 Sept 15 Sept 15 Sept 1 Sept 15					Apl 30 Apl 30 Apl 30	swain 13th Augt at 20\$

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305 306 307 308	Stocdale [or Stockdale] Thomas_ Sever John Spelman Elihu_ Soverain Peter	" 4 " 3	SeamdvQr Gun	17 18		Delevier	Cont 15						_recruited at Hampton
309 310 311 812	Spencer Thomas	July 6 June 21	dv	13 14 19 18	26 28	Delouisy Hull						May 31 Apl 30	Virginia in Goal at Boston
313 314 315 316 317	Thompson John 1st Talbot Thomas Tay Abijah Tash Thomas Thompson John 2sd	June 1 " 14 " 7 July 1	B. Mate Seam Armor OSeam Qr Mast	19 17 18 13	36 34 36	do	Sept 1						15
318 319 320 321 322	Twist Benjamin Tiles Jasper Thornton Rufus Trask Benjamin Thompson Arch [‡]	July 5 9 4 4 6	Qr Gun OSeam Seam Arme Mi Qr Mast Mide	18 14 17 17 18	42.74 28 34	Hull do Delouisy Delouisy Hull do Delouisy	d9 d9 d9						
323 324 325 326 327	Vanschaick Sybrant. Valsell (or Vetsel) Andrew. Vaughan Prince. Uraan (or Uran) Thomas. Ushard William. Warnick William	June 10 July 5 " 2 June 5 Nov. 15	Seam	17 17 14 16 17		Hull Delouisy Hull d?	Sept 15				June 15	Api 30	Deserted at Boston
328 329 330 331 332	Wyther [or Wither] Francis John 1799 Welch John Whiteley [or Whitely] Andrew Wyatt Jonathan Webber Benjamin	" 7 " 10 " 8	d9	8 17 14 14	16 38 28 29. 2	Hull Hamilton	Sepi 1						
823 834 835 836 837	Williams Richard Wyer Jonathan Whitemore Jacob Welsh for Welch Thomas Williams Thomas	" 10 " 12 " 10 " 14	Seam OSeam Qr Gun Seam	17 14 18 17	36 34	Hamilton .	Sepi 1				July 15		deserted at Boston

333	Welden John	" 22	OSeam	14	28							Sept 15,
339 340 341 342 343	Wright John. Wood Elijah. Wilson John. Ward Ferrin Westcott [or Wescot] Jeremiah	" 13 July 2 " 2 " 5 " 5		7	34 34 34 14 37. 50	Hamilton Hull dv Delouisy_	Sept 15		 			Sent in the prize
844 345 346 347 348 349 350	Warner Nehemiah	" 3 " 5 " 9 " 10 " 8 " 12 " 7	OSeam	10 5 10 17 13	32 20 10 20 34 26 34	d9 Hull	Sept 15		 			
351 352 353		July 4	Capt Lt Sergeant	30 9					 		1799 July 15	
354 355 356 357	Erastus Brunston 1798 Silas Cushman 1799 Caivin Carver 1799 Asa Darling 1798	Nov. 21 27 May 22 Nov. 30	do Corpl Corpol	9 8 8					 	Augt 20	d? July 15	st Hampton Deserted—do doProt to Serge 26th Septr
358 359 360 361 362 363 364 365	George W. Bates	Dec. 29 Jan 2 June 8 Sept 28 Augt 9 Sept 20 Jan, 24 May 31	q ₀	7 6 6 6 6	2	Amory	Sept 15	Oct. 18	 		July 15 July 15 Apl 30 July 15 do	
366 367 368 369 370 371 872 373	Simeon Bates	Oct. 9 Febt 10 Febt 10 June 20 Dec. 3 Nov. 5 Jany 29 Sept 29	d9	6 6 6	2	Amory			 		Feb. 1 Mar. 10 dv Feb. 1	to pay 20 dollars for
874 875 876 877 378 879 380 381 882	Rue Manter [or Manter] 1799 Aaron Clark [or Clarke] " Lucius Clary " Joshus Buck " Ezra Axdale " Michael Towers " Daniel Stockwell Joel Nims [or Nimms]	Feb 28 Jan. 11 Jan 2 Mar 13 Febt 21 Jant 22 Mar. 1	do	6 6					 		Apl 1 Feb 11 " 2 Apl 13 May 21	åppreh∮∮ of him

Muster Roll of U. S. Frigate Constitution from (earliest entry date) 22 September 1798 to July 1799—Continued

MUSTER ROLL—Continued

No.	Nam es	When entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commence- ment of pay on powers	When de-	When dis-	When turned over to an- other ship	When run	Time last paid up to	Remarks
383 384 386 387 388 389 390 391 394 395 396 397 396 399 400 401	John Sweetland [or Sweatland] William Younger William Jennison Jonathan Weedon Nehemiah Towers Luke Bliss	12 77 May 13 Api 26 Sepi 22 Api 13 0 ct 2 Jan. 17 Sepi 30 Jany 10 11 June 5 11 11 11 11 11 11 11 11 11 1	Private	6666666666666	2.0 2.0 2.0	d9		Oct. 15					died of a fever.
402 403 404 405 406 407 408 409 410 411	Abel Chandler Harmen Fults John Atkins Eliphos Mitchell James Mathews John H Gabriel [or Gabiel] Rheuben [or Reuben] Whituey Enos Howard Saml Brackett [or Bracket] Jacob Godby Benj's Stebbens [Stephens on another roll]	" 5 " 5 " 8 " 10 " 20 " 8 " 12 " 12 " 24 Oct. 9	do	6 6 6 6 6	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	d?d?d?d?d?d?d?d?.							8 dollars advanc'd by Purser

[signed] SILAS TALBOT Captain

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

[PHILADELPHIA]
Navy Department July 1, 1799. —

Cap! ALEXAN! MURRAY

Sir You will instruct such of your Officers as may appear best calculated, and at places which may appear to promise the greatest success, to open Rendezvous, for the purpose of recruiting a Crew for the *Insurgente*; — which including Officers, Men and Boys, of every description, may consist of Three Hundred persons. —

The Commissioned, Warrant and Petty Officers the latter of which you will appoint amounting to forty five in number, and the Marines, which will be supplied you by the Major of Marines, amounting to Thirty five; — there remains to be recruited Two Hundred & twenty persons, a proportion of which, not exceeding One hundred may be able Seamen — the residue to consist of ordinary Seamen and Boys. —

Åble Seamen, you will allow 17 Dollars pt month: Ordinary Seamen and Boys from 5. to 14 Dollars according to merit — All to be entered to serve One Year from the Ship's first weighing Anchor on

a Cruise. —

The Recruits upon giving responsible security, may be allowed two months Pay in advance. — You will instruct your recruiting Officers to enter none but sound and healthy persons, and to use no forcible or indirect means to induce them to enter the service. — The forms of a shipping Paper, Bond to be signed by the Sureties for the Seamen &c Muster Roll and Pay Roll are all enclosed. — All the necessary monies will be advanced you, and you must advance to your recruiting Officers, who will be allowed, besides their Pay and Rations, two Dollars for each Recruit, in full for every expense but that of provisioning the Men inlisted at a distant part, and in such cases the unavoidable expense for their conveyance to the Ship, but they must observe the utmost Occonomy: — for extravagant charges for those expenditures will not be allowed, and no charge will be allowed without a proper Voucher to support it.

Prior to sailing you will be pleased to transmit your Account and Vouchers to William Winder Esquire Accountant of the Navy for

settlement. —

I am &c &c.

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

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

[Philadelphia]
Navy Department 1. July 1799. —

Major W. W. Burrows

Sir The Frigate Insurgente lying at Norfolk Virginia, will require Officers of Marines and thirty five privates. — You will be pleased to take immediate Orders, for complying with this Requisition. —

I am & c & c

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

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

[PHILADELPHIA.] Navy Department July 1. 1799. —

MI JOSHUA HUMPHREYS

Sir The district Court of Virginia having adjudged the Insurgente, to the Captors, as being a Vessel of force, superior to that of the Constellation, I want to ascertain her real value — that I may offer for her to the Captors, that value — no more, nor less. —
Enclosed are her dimensions — Inventory — and a Paper from

Mr Fox, shewing the state of her Copper — and also of her Masts,

as she arrived at Norfolk.

I have to beg the favor of you to give me your opinion of the value of this Vessel, as she arrived at Norfolk — make your calculations as if you were determining between an Individual who wanted to sell — and another who wanted to buy such a Vessel. — and favor me with the result as soon as possible.

I am & c & c

P. S. A Letter from Cap[†] Trux[t]un dated 19th June enclosed.

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

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

Bristol July 1* 1799

DEAR SIR. The amount of Postage which I have paid on your Acct for the last half year, ending this day, amounts to £1:16.10d for which Sum I have given Mr Sam! Grove an order on you, & which I must beg you'll have the goodness to order paid when presented. — The American Snow Charlotte, Capt Moffott (an armed Vessel) I expect will be ready to Sail hence for Baltimore, M. L. on or about the 16 or 17th Inst. no other Vessel will be going for America from hence before the next Convoy, expected to be about the 1" of next Month, the Charlott will, I believe, run it. I remain very respectfully. Dr Sir

Yours sincerely

ELIAS VANDERHORST

[SDA. Bristol, Vol. 1, 1791-1799.]

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

Since my Arrival here the 20th of May last, we have been employed discharging the best Part of the old, and entering principally a new Crew, together with making various Repairs; these being nearly completed, I determined on proceeding immediately, and without Delay for New York, to receive a new Sett of Guns, Sails, &c ordered for me there, and at 2 PM I passed without Cape Henry, discharged my Pilot, and shaped my Course as P. Column. — Spoke, and passed several American Merchant Vessels, but they had no News to communicate. Depth of Water 21 Fathoms at Noon, fine Sand, mixed; Black, white, and Red with a Shell.

Long'de. Account. 74°.26′ W. Latt'de. Ob'd. 38°.41′ Nº Latt'de. Ob'd.

[HS of PA. NDA photostat.]

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

[Basseterre Roads, St. Christopher.] These 24 hours begin with

light breezes hazey weather all hands employ'd at sundry jobs

Middle part moderate breezes & cloudy weather, Landed the prisoners, Landed 9 casks rum, 6 Do rice 2 Do Molasses 11 Do bread, 5 Bbls Flour, 5 Do vinegar 2 Do tar. Lifted the Fore rigging put on 2 pair of New Shrouds—

the 2nd Lieut went onboard the prize & moor'd her further in Shore

Latter part Hazey weather

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

To President John Adams from Secretary of the Navy

[Philadelphia] N. D. 2 July 1799

Pres[‡]

Sir, Having information that Capt Little of the Boston will be ready for Sea by the 10 Instant — I have the honor to enclose for

your perusal his Instructions.

It having been determined, not to let it be known any where, until it could be known every where, that two ports in S¹ Domingo were to be open to our trade, I have calculated Cap¹ Littles Instructions, so that he is not to know his destination, until he leaves Boston, lest others might avail themselves before their time of the knowledge of these ports being opened.

I have the honor &

[NDA. LB, 1799-1807.]

[Enclosure No. 1]

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

[Philadelphia]
Navy Department July 2^a 1799. —

Captain George LITTLE

Boston. ---

Sir Herewith you will receive your Instructions for your Government, on a Cruise — and also, such of the Acts of Congress as

require your attention. —

As soon as the Boston is ready for Sea, which I hope will be by the 10th of July at latest, you will proceed shaping your course for the Island of Porto Rico, and on the third day after your departure from Boston, and not before, you will open the enclosed Letter, which directs your future operations.—

I am &c &c &c.

Enclosed Circulars of 29 Dec^r 16 Jan^r & 12 March 19th 27th & 28th June —

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

[Enclosure No. 2]

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

[PHILADELPHIA] Navy Dept 2nd July 1799.

Capt LITTLE of the Boston —

Sir It has been agreed between our Government, & Gen' Toussaint, that entercourse shall be opened on the first of August, between two Ports in the Island and the United States — These ports are Cape Francois & port Republican. Our Merchant Vessels will be flocking in great numbers, to these Ports, about & immediately after the 1st of August — The French Privateers will no doubt have such early information of the opening of this entercourse, as to be prepared to annoy our Vessels. Your object must be to protect them, by all the means in your power. For this purpose, you will proceed to Cape Francois, where you may safely reenter the harbour, certain of a friendly reception — and where you will receive Supplies should any be needful, from the Navy Agent Nath' Levy Esquire — or if he should not have arrived, Doc' Stevens the American Consul, will afford you any Assistance.

I will not point out your Cruising Ground, because you will be better able to judge on the spot, where you shall cruise to give the most effectual aid to our Commerce to S^t Domingo, & to capture the French Privateers You will confine your operations, however, to the North side of the Island, and put into Cape Francois sometimes, in the expectation of receiving further orders from me, which will be

directed to that place.

Capt Fletcher of the George Washington, has been ordered on this station, but it is possible, these orders might not have reached him, prior to his sailing — Should you meet with him, you will cooperate with him, & he being your senior Officer, under his Command — Other Vessels will be sent on this station — and before you have been there long, you will again hear from me — In the interim I have nothing to add, but to urge your best exertions, on this important duty: — that you take pains to conciliate the friendship of the Inhabitants & that you suffer not the American flag to be dishonored — nor your Officers & men to be rendered sickly, by remaining in port. Great activity of mind and body, will best guard you and your Officers & men, from the diseases of the Climate.

Wishing that the Boston, may prove herself worthy of her name

and the Officers and Crew, worthy of such a Ship --

I have the honor to be

&° &° &°

Cap[†] GEORGE LITTLE of the Frigate Boston, at Boston [NDA. LB, 1799-1807.]

To Secretary of State from President John Adams

Quincy July 2. 1799

Sir I thank you for the favour of your Letter of 29. June and the Copies inclosed, of Dispatches from Stevens and Maitland, which I suppose it is unnecessary for me to return. The necessary alterations in the Proclamation will of Course be made by you with the Advise of the heads of departments. Harmony with the English, in all this Business of St. Domingo is the thing I have most at heart. The Result of the whole is in my mind problematical and precarious. Toussaint has evidently puzzled himself, the French Government, the English Cabinet and the Administration of the United States. All the rest of the World knows as little what to do with him as he knows what to do with himself. — his Example may be followed by all the Islands French English Dutch and Spanish and all will be one day played off against the U. S. by European Powers. I think We have committed one great Mistake, in exchanging Prisoners with Guadaloupe. We have Sent a thousand Men to that Island Some of whom have been taken three times by our Cruisers. We should soon exhaust the Island of Seamen if we brought all to America.

J. Adams.

SECRETARY OF STATE

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

To Secretary of War from Secretary of the Navy

[Philadelphia]
Navy Department July 24 1799

THE SECRETARY AT WAR

Sir There is a necessity for employing on board of Ships, all the Marines we have. — I want therefore the guard on the Frigate in this town — and have the honor to request that you will be pleased to direct a guard of the military to relieve the Marines. — The guard consists of a Serjeant and six men. —

I am &c

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

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

[PHILADELPHIA]
Navy Department July 24 1799

Commodore Truxtun

SIR I am honored with your letter of the [] Ulto enclosing the Decree of the district Court, in the case of the Insurgente. — By this decree that Vessel is to be delivered to the Captors, who have the right to sell her in what manner, & to whom they please. — The decree is an extraordinary one — not agreeable to Law in directing the Vessel to be delivered to the Captors — not agreeable to fact, in determining her force to be superior to that of the Constellation. — I am not however disposed to appeal from this decree. — But anxious as I am on every occasion to do at least full justice to the Commanders Officers and Seamen of our Navy, I cannot but feel that it is my duty to do justice to the Public also. —

Had the Decree assigned one half the prize to the United States — One half to the Captors, as I calculated would have been the case; and had the Vessel been exposed to Public Sale, I had prepared my mind to purchase her for the Public at a full price — Under present circumstances I must treat with you for the Vessel. — The sum fixed on by the Gentlemen at Norfolk is far beyond her value in my opinion. — She is I presume seven, or nearly seven years old — a rough built Vessel, much the worse for wear — her copper it seems will soon want shifting — I have no Account of the state of her timbers, which I wish may be sound. — Upon a view of all circumstances, and as you will have to wait a little while at New York, I think it will be best for you to come on to the seat of Government on this business. —

I am &c &c.

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

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

[Philadelphia]
Navy Department 2^a July 1799. —

Cap[†] Sam[†] Barron Norfolk.

Sir I am honored with your letter of the 25th June — I presume you are at Norfolk by this time. — You will please immediately to cause the Crew of the Baltimore to be discharged, and paid off, and opening a rendezvous for inlisting a new Crew, — for which you shall receive Instructions by next mail. — The Men on board have generally about a month to serve — it can answer no purpose to keep them that month — the sooner they are discharged & paid off, the sooner they will be ready to enter again into the service. — I beg that you will suffer [no] delay in this business; — that if any repairs are necessary for the Baltimore, you will immediately have them made — but don't attempt any alterations. — you will put every thing respecting the Ship in a state to enable her to proceed again to sea.

It was unfortunate, but no fault of yours, that she came in a month too soon — It was very unfortunate that none of the Letters I have sent to prevent your return and that of the Richmond and Eagle, arrived in the West Indies before your departure from thence — If the Brig Richmond should also be at Norfolk, and the Brig Eagle — please to direct the Commanding Officers to apply at once to M. Pennock, for Provisions &c to last them until the end of the year for which the Crews are engaged, — and to be prepared for Sea, the moment they receive Instructions — which will be sent the moment I hear they or either of them are in. — The Purser must apply to M. Pennock for money to pay off the men, to whom I shall immediately remit, but who will in the mean time advance what will be wanted. —

I am &c &c.

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

[2 July 1799]

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

Sir, I left the Chesapeake Bay on the 30th Ultimo, agreeable to my last Dispatch by the Eagle, which Vessel, I trust has got safe to Hand, as the Wind was very favourable for her. I now enclose you Copy of a Letter I have sent the Naval Agent at New York, & a Copy of my Instructions to M[‡] Garretson the Purser, by which you will see how Things are regulated here and judge, when the Ship may sail again, but much depends on the Gun Carriages, and Gunner's Stores with the Apparatus to be received. One Serjeant, one Corporal, and Twenty Marines are wanting to complete us; several of the Marines discharged at Norfolk entered as Ordinary Seamen, and are now on Board, as ordinary Seamen get 4\$ more per Month than Marines, it is not to be wondered at, and on this Account, the Country Towns are best calculated to recruit Marine Soldiers. I expect to see my own House to Morrow for the first Time since the 7th December 1797, now near 19 Months, and Mrs T. I have only once that Time had a Sight of, and that only for a few Days in Philadelphia last December. Your Letters will reach me regularly at Perth Amboy, New Jersey, and my Ship Matters are so arranged, I will endeavour to pay you a Visit for a Day, or two at Philadelphia. I expect the Richmond in with Lieutenant Sterett and others in a Day or two. You know, what is necessary to be done to make that Vessel of some Service. Lieutenant Cooper has informed me, that he would much sooner continue with me, than command that small vessel, and if she was offered him, he would decline her. I have no Knowledge of any other Person, that I could recommend, that would take her, as none of my Officers, that are capable, would accept of her.

Aspiring young Men would sooner be on Board a Frigate, where they feel themselves, than in such Boats, tho' such are useful, and such we want, and ought to have in Numbers, among the Islands.

I have the Honor to be, Sir, with great Respect

Your very Obed[†] Serv[†]

United S. S: Constellation New York Bay 24 July 1799.

Honb! Benjamin Stoddert
Secretary of the Navy

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

[2 July 1799]

To James Watson, Navy Agent, New York, from Captain Thomas Truxtun, U. S. Navy

SIR, I hasten to dispatch M^I Isaac Garretson, Purser of the U: S: Ship, of War Constellation under my Command, with the enclosed Order for various Stores, which is every Thing of any Consequence that will be wanting for that Ship, during her Stay at present within your Port. M^I Stoddert writes me, he has procured Guns, Carriages, Sails, a Cable &c, which I suppose are at Hand and if so, the sooner they are sent on Board the better, as well as all the other Articles now indented for. As I leave the Ship for New Jersey in a few Hours,

I have charged my Purser to repair immediately unto you, for the above Articles, and to lose no Time in the Completion of the Object of his Mission. To prevent any of my Men running away, I have determined to go no higher, than the watering Place Staten Island, where the Articles can easily be sent down in Craft, it being only seven Miles from the City of New York. I refer you to M¹ Garretson for further Particulars, as my written Orders have been handed him.

I have the Honor to be, Sir, with great Respect

Your Obed! Serv!

United States Ship Constellation 24 July 1799

JAMES WATSON Esq!

Naval Agent New York —

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

[2 July, 1799]

To Purser Isaac Garretson, U.S. Navy, from Captain Thomas Truxtun, U.S. Navy

M! ISAAC GARRETSON,

Sir; You will proceed immediately to New York, and deliver my Letter, and Order for Stores to the Naval Agent there, M¹ James Watson, and procure all the Articles as per the accompanying List, and send the same on Board without Delay; I say without Delay, for naval Agents often love to take their time, and you have no Aversion

to your Bed of a Morning.

Should any of the Gunner's Stores in the Indent have come round from Philadelphia, it will be well, if not, they must be procured at New York immediately, and a Tinman in that Case must take the Calibre of the 18 Pounders for to make the Cannisters, for what we call Case Shot. — A Vessel must be sent down immediately for the 24 Pound Cannon, and Carriages, as also the Round, Double Head, and Case Shot belonging to them, so that we take in the 18 Pounders immediately after, if they are at New York. There is a Gentleman by name of Hacker, who applied to me for a Lieutenancy in the Navy, tell him I shall see the Secretary in Philadelphia, and mention him; mean Time he must exert himself, and ship twelve hearty able Seamen (no other Discription will do) and I will then discharge the August Men, whose Times would otherwise expire at Sea. I repeat again, that no Time is to be lost; keep at it Day and Night, fair Weather or foul, untill all is complete, and write me daily at Amboy, as there is a regular Post.

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

To Lieutenant James P. Watson, U. S. Navy, of the U. S. Ship L'Insurgente, from Captain Alexander Murray, U. S. Navy

Рні July 24 1799

Lieu¹ Waston Herewith you will receive your instructions, as regulated in our naval service for recruiting Men for the U.S. Frigate Insurgente, I wish you to proceed to New York without delay and there

open your rendevous, and from time, to time give notice of your proceedings. I must leave in some measure to your own discretion, the business of sending the men round, but if you think you can in any reasonable time, procure fifty good seamen and as many ordinary hands in proportion I think you had better go round with them yourself, and leave a good carefull Masters Mate behind you, with a Midshipman to follow soon after, with what others he can get, If your success, exceeds your present supply of cash, for advancements, I presume you may get what you may want from M¹ E. Watson our naval agent. The Seamen are allowed \$17 per Month ordinary Seamen & Boys from 5 to 14 Doll[§] Masters mates & 2[†] Masters agreable to naval regulations all to serve one year from the time of the ship's sailing, you will be very careful to recruit none but sound, healthy, and able persons and be sure that their securities are able to refund their advance should they not attend to due notice, for embarking giving them one or two days previous notice you can inform yourself as to the regulations hitherto adopted with the person who is to keep the rendevous as men hath been lately recruited at New York for the United States Frigate which must govern your proceedings the publick allow two Dollars for each recruit in lieu of all expences except provissions — Any unavoidable expences you are to proceed with caution and take vouchers for every transaction -

Wishing you success

I am

Your Most Obt

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

[2 and 18 July 1799]

Reports to Captain Christopher R. Perry, U. S. Navy, commanding U. S. Frigate General Greene, by Officers on board, regarding her condition, 2 and 18 July 1799

PROVIDENCE, Aug. 7.

Mr. CARTER,

Your inserting the inclosed vouchers on the necessity of the U.S. frigate General Greene's going into the Havanna, and that of her return to Newport, will much oblige a friend and

A Customer.

Pursuant to an order from Christopher Raymond Perry, Esq. commander of the U. S. frigate General Greene, of this date, to us directed:

WE, whose names are hereunto subscribed, officers on board said ship, have made a strict and careful survey of every part of said ship, and finding her in a very leaky situation, and it being impossible to stop it at sea, give it as our opinion—that it is necessary the said ship should immediately go into port.

Thomas Laing, 1st Lieut. Jeremiah Fenner, 3d. Benjamin Coleman, Robert Palmer, 2d. James Weaver, Benjamin Sayer.

General Greene, 2d July, 1799.

WE the undersigned, officers on board the United States frigate General Greene, Christopher Raymond Perry, Esq. commander, give

it as our opinions, from many circumstances which have occurred — that the fever which now prevails on board said ship, has been pro-

duced from the following causes: —

The first and most certain cause is, from the ballast, which is of a species of slate, and became very offensive by being wet in its confined situation; and the water that has passed from between decks into the hold has remained stagnant. One clear proof in favor of this argument is, that among the twenty-one marines that have been the most adjacent to the pumps, twelve of them have been the first taken, and of 7 that have died, 4 were marines; and another proof is, that of Mr. William Henry, acting midshipman, whose charge was that of the hold.

There are other causes which we conceive have tended to produce the contagion. It made its appearance soon after leaving the coast of America, say on the 18th of June. We immediately made search for the cause, and supposed it proceeded from some provisions which

were damaged in a gale of wind soon after leaving Newport.

Thomas Laing, 1st Lieut. Jeremiah Fenner, 3d, Benjamin Sayer, Robert Palmer, 2d, James Weaver, Benjamin Coleman.

THE foregoing observations and statement of circumstances made by the worthy officers on board the *General Greene*, I presume to be just, from the following occurrences:

On June 18, the first symptoms of putrid malignant fever made its appearance: three or four cases occurred, with symptoms of considerable violence; but they very happily yielded to the method of

treatment which was adopted.

After proceeding further southward, where the sun was vertical and more sultry, we had a number of cases, which occurred with symptoms of much greater violence, and in many cases proved mortal, in spite of the most strenuous exertions which could be made, and the whole effect of those medicines which have been found most effectual in different parts of the United States, in fevers of a contagious malignant stamp, supposed to originate from putrid exhala-Those persons whose provinces were in the neighbourhood of the pumps have been seized with much greater violence, and attended mostly with fatal consequences, although the attention has been indiscriminately the same throughout the ship. Every precaution has been taken by the officers which the invention of man could contrive, more especially at sea, to render the ship healthy; but, as yet, every effort proved ineffectual, and the disease continues to increase with redoubled violence. It has now disseminated itself through every part of the ship, and in my opinion, will never be removed, until the pestilential contents of the hold are discharged, and the ship undergoes a thorough cleaning, and receives a new set of ballast: this I declare to be, according to every appearance, the true situation of the General Greene.

> PAUL R. METCALF, Surgeon's mate on board the Gen. Greene.

At sea' lat. 32, 17, N. July 18, 1799.

[LC, "Claypoole's American Daily Advertiser", Philadelphia, August 15, 1879.]

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

[PHILADELPHIA]
Navy Department 2^q July 1799.—

Mess¹⁸ Stephen Higginson & Co

Gentlemen I send by this days mail to the President Captain Little's sailing orders, tomorrow I shall send Talbot's and I hope he will be ready. — I will reply to your letter of the 26th June, in a day or two. — This ill fated City is under great alarm on account of the Fever, which no doubt exists, and commences with violence. — Besides the private calamity, this will occasion great delay in the public business, especially in my department — It is not yet fixed where the Offices are to go — it seems past a doubt, that they must quickly remove. —

I am &

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

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

[PHILADELPHIA]
Navy Department 24 July 1799.—

WILLIAM PENNOCK Esquire

Sir I am afraid the Baltimore and the Richmond are in Norfolk—they ought both to be in the West Indies— but the error does not belong to the Commanders of these Vessels.— I request you will at once supply the Richmond with provisions to last to the end of the year which the men have to serve— direct the Commanding Officer to make his estimates accordingly— and to hold himself in readiness to proceed without delay to Sea, on the receipt of my Instructions— which shall be forwarded in three or four days.— If the Commander thinks it prudent, the Officers and Men may have one two or three months pay— which you will please to advance—as well as money to pay off the Baltimores Men, who are to be discharge without delay.—

I shall tomorrow make you a remittance equal to this object. —

I am & & & &

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

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

NEWPORT July 2 1799

We are honored with your favor of ye 20 ulto The remittances you directed, have been duly made to us, for your attention to which we sincerely thank you.—

An unusul spell of Foggy weather, with contrary winds, has detained the George Washington: the fog has cleared off this day and we have now the pleasure to advise you, that the Ship is got under way, has a favorable wind, and will be out of the harbour before night. We have the satisfaction to observe that Cap[‡] Flecher, has made every exertions to promote despatch, and has aimed at economy in the expenditures. — from the short aquantance we have had, he appears capable and deserving. —

The Bread remaining on hand by our last store account, is of so coarse quality that Cap! Flecher & the Purser would not take it. Cap! F informs us, that some coarse bread he had the last cruise occasioned great disatisfaction, we therefore procured what pilot bread we could purchase, and had the residue baked out of fine Flour — The Bread remaining being too coarse for the Navy, we should think it best to have sold at Auction, what cannot be disposed off immediately at private sale, as the warm Wheather will injure it — If you expect any Ships to come to this Port for supplies, it will be necessary that you advise us early as possible the kind of supplies that will be wanted, particularly if a supply of bread is wanted, as it requires some notice to procure or have baked of the quality that will be approved. —

We learn from Cap[†] Flecher that the allowance of Rum of West India proof is injurious to the seamen, if the supplies of this article

were limited to the first proof it would be full & as good.

Hon. Benjamin Stoddert Esq^t: [Newport HS. Gibbs & Channing LB.]

To John Bispham, Sheriff of Burlington County, N. J., from Secretary of the Navy

[Philadelphia]
Navy Department 2⁴ July 1799.

To John Bispham Sheriff of Burlington

SIR You will be pleased to permit the French Officers now in your custody, in the prison at Burlington to go on parole, confining them to the limits of the City of Burlington — take their parole in writing.—

I am &? &?

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

To Robert Liston, Envoy Extraordinary of Great Britain to United States, from General Thomas Maitland, representing British Government, St. Domingo

ON BOARD H. M. S. Camilla AT SEA. Lat. 35 N. Long. 68 W. July 2nd 1799

Copy.

DEAR SIR, I find from my friend Wigglesworth that sending any thing by an American vessel is so precarious that I shall only now touch upon one point, which though explained in my letters to Jamaica may require some observation on my part.

It regards the time of opening the ports. — At first M⁷ Stevens and I agreed upon the 20th of July — Subsequently however we thought the first of August was as early as possible to give the Americans time; And when we came to this agreement, I certainly understood the Ports of St. Domingo were to be open on the first of August.

As I found however from M¹ Stevens that the mode in which he had construed it was that they were to sail from America the first of August, you will please to observe that it is so arranged, and the Admiral will give his orders to this effect. —

In case it should not have arrived, you have very voluminous dispatches from me by His Majesty's Cutter Sprightly bound to Charles-

ton and also others that were to go from Jamaica the first safe opportunity.

Î am Mỹ dear Sir

Your's most faithfully

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

(Signed) T. MAITLAND

Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 2 July 1799

[Basseterre Roads, St. Christopher.] Begins with moderate breezes & hazey Weather all hands employ'd at Sundrys Repairing the rigging Stowing the Hold & Cleaning Ship &c —

Middle part pleasant Weather got a number of things from the

prize for Ships use

Latter part all hands employ'd on Ships duty —

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Montezuma, 2 July 1799

At 1 P. M. a Pilot came on board — Proceeded to Port Royal Harbour, Saluted the Admiral with 13 Guns, and were answered by 9 from the Flag Ship —

Came too —

Saluted the Fort with 13 Guns, and were returned Gun for Gun — [NA.]

To Midshipman Abner Woodruff, U. S. Navy, from Captain Thomas Tingey, U. S. Navy

[U. S. S.] Ganges OFF S[†] BARTHOLEMEWS 3[‡] July 1799.

Sir You are hereby appointed to the present charge of the Brig's Young George of Boston — You will therefore be careful that no part of the Cargo, or materials of said vessel suffer by embezzlement

or otherwise.

M! Andrews & M! M!Pherson, who appear to be jointly concern'd in the vessel & Cargo, have liberty to try the market, and inform themselves if an eligible sale can be effected: in which case Capt! Bainbridge or myself will corroborate the sale, on security being given, that the whole amount is paid agreably to our direction — or may hereafter be laid out in other produce suitable to the American Market at the election of Mess! Andrews & M!Pherson.

For the purpose of facilitating these arrangements Captⁿ Bainbridge or myself will come off the harbour every day or nearly until the business is regularly transacted — 'Till when You are not to

permit any part of her cargo to be taken out or landed.

You will also keep all the Brig's papers in safe custody — The gentlemen have liberty of taking out all their trunks, baggage & private stores for their accommodation.

It being however possible, that by chacing or other casualty we may be kept away for some days — Captⁿ Bainbridge may therefore find it convenient to add to these orders, describing such security as You may accept, and permit the cargo to be landed without waiting farther orders.

I am Sir &c &c

T:T: [THOMAS TINGEY]

To M^r Abner Woodruff. appointed to the charge of the Brig call'd Young George of Boston.

[NDA. Tingey LB, 1798-1800.]

To President John Adams from Secretary of the Navy

[Philadelphia]
Navy Department 3. July 1799. —

JOHN ADAMS Esquire President of the U.S.

Sir I have this day sent on to Cap[†] Talbot his Instructions, to proceed to Norfolk — where he will join Cap[†] Barry and receive further orders. — Cap[†] Barry sailed yesterday — the *Delaware* will be out next tuesday, and the *Scammel* about the same time. —

I have the honor &

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

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

[Philadelphia]
Navy Department 3^d July 1799.

Cap[†] Silas Talbot

Boston —

Sir Herewith you will receive your Instructions for your Government on a Cruise — and also such Acts of Congress as require your attention. —

It was intended that you should proceed in the Constitution to the Neighbourhood of Gaudaloupe, to take the command on that station — But the Harricane Season is at hand, and the Frigate is too valuable to be risked on that service — it is therefore contemplated to employ you in another quarter for the present. — But nothing is possitively determined, or can be, for a few days. — further than that your first port after leaving Boston, must be Hampton Roads in Chesapeak Bay, where you will receive further orders. — You will please therefore, as soon as the Constitution is ready, which I hope will be by the 10th instant, proceed to Hampton Roads, & immediately on your arrival send to W^m Pennock Naval Agent at Norfolk, for a Bowsprit, should you want one — he has been ordered to have it prepared — and will supply any other articles you may find needful. Wishing you great success & Glory,

I have the honor &c.

Cap[‡] Nicholson will deliver over to you all the necessary Signals. — Enclosed Circulars of 29th 16th — 12th & 27th June — &19th & 28th June

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

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

[Philadelphia]
Navy Department 3^a July 1799

Commodore Truxtun

Sir I am honored with yours of the 23^d Ulto - I do not think you need to be under the least uneasiness on the subject of rank. Heads of Departments all concur in my opinion, that you must rank from 1794 — Talbot from 1798. — I have not laid my correspondence with Talbot before the President tho' I have sent to him a Commission for Talbot dated 1798. — He will not like to enterfere at all — and if he did enterfere, he would not I am well persuaded, be disposed to violate your right. - He would probably if he enterfered refer to the Heads of Departments - As to what the Navy Officers may have said - you cannot be affected by such conversations - Besides it will soon be known, that no person but Barry in actual service, ranks above you. — Talbot never hinted an objection to acting with you, on any other ground, than this of Rank -He has always expressed a high opinion of your merit and qualifications. — I wrote you yesterday on the subject of the Insurgente — I am anxious that that business should be settled as quickly as possible — as much that the Men may get their prize money as that the Ship may get into service — I have a difficult part to act — But there is but one right course and that is to do justice - I wish sincerely the Court had decided as I think they ought — then there would have been no difficulties — I hope to see you very soon.

I am &c &c.

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

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

[Philadelphia]
Navy Department 3⁴ July 1799.

Capt George Little

Boston.

SIR I find from conversation with Col^o Pickering that the Presidents Proclamation for opening the intercourse with S[†] Domingo, will be published at Boston, before your receipt of my dispatches of yesterday. — You may therefore, at once open the Letter which you were directed to open after being three days at Sea — and proceed at once to Cape Francois, where you will be received in a friendly manner by Gen! Toussant, to whom and his people you will shew every kind of civility.

If there are Merchant Vessels, ready to sail from Boston, you may take them under convoy — but let nothing short of the Presidents

positive Command detain you two days for them. -

After getting to Cape Francois, you will proceed as directed in my letter of yesterday. —

I am &c &c.

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

To President John Adams from Secretary of the Navy

[Philadelphia]
Navy Department. 34 July 1799. —

John Adams Esquire President of the U.S.

Sir I do myself the honor to enclose a Letter to Capt Little, covering Warrants for —

Samuel Buller
Sam¹ G. Jerald
John G. Norwood

Edward Durant
James Potts
James Howe

Carpenter

These Gentlemen were recommended in a Letter just received from the Committee at Boston — and are intended for that Frigate which I hope is on the eve of sailing — their Warrants, if you think proper to appoint them, will require your signature and will be immediately wanted. —

I am & c & c

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

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

[Philadelphia]
Navy Department 3^d July 1799

Capt George Little

STR I enclose warrants for

Sam! Buller

Sam! G. Jerald to be Midshipmen

John G. Norwood)

Edward Durand—Gunner

James Potts —Boatswain —Carpenter

These Gentlemen, must take the enclosed oath of allegiance, and you will transmit them when taken to this Office.— Having entered the service on the 20th May last, their pay and Emoluments must commence from that day.—

I am &c.

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

To Secretary of the Treasury from Secretary of the Navy

[Philadelphia]
Navy Department July 3, 1799 —

SECRETARY OF THE TREASURY

Sir The Baltimore has arrived at Norfolk where it will be necessary to discharge her men, and get a new Crew — for this purpose 20000 Dollars will be wanted. — The Constellation and the Brig Richmond will both be at New York in a few days, and will require 10000 Dollars

for their expenditures — I have the honor therefore to request that you will be pleased to direct the Treasurer of the United States to pay over to Sam! Meridith Esquire, Treasurer of the Navy, Thirty Thousand Dollars — out of the appropriation of 2,102,384 41/100 Dollars. —

I am &c.

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

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]
Navy Department 3^d July 1799. —

The Secretary at War

Sir I am honored with yours of this day — I hope you can order a guard from some other place, if not from Fort Mifflin for the Frigate — —

Every man we have must go on board the vessels now recruiting. — — —

I am &c

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

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

[In Old Roads, Basseterre, St. Christopher.] Begins with light breezes & pleasant weather all hands on Ships duty, rec⁴ on board 7 Boxes of Soap. at 4 P M unmoor'd Ship the rest of our men return'd from the prize sent 2 others on board —

Middle part fresh breezes & cloudy at 6 A M hove Short at 7 took a pilot got under way at ½ past 7 came too in Old Roads, run out a Kedge anchor sent our water cask on shore Rec^q onboard 13 Cask water employ'd filling up the ground tier

Light breezes & pleasant

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

Extract from journal of Lieutenant John Mullowny, U.S. Navy, commanding U.S. Ship Montezuma, 3 July 1799

Unmoored, to proced to Rock Fort for water — but through the ignorance or inattention of the Pilot were run on shore, but fortunately soon got off again — and moored Ship —

[NA.]

Extract from Journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Thursday, 4 July 1799

Begins with light breezes & pleasant weather Employ'd Starting & Stowing water Rec^q onboard 40 Casks water. at 8 P M weigh'd anchor & made sail from Old Roads & beat up to Bassterre at Midnight came too off Bassterre in 17 fath, water.

Middle part moderate & cloudy at 6 A M hove up & run into 9 fath! water & came too. at 11 the Cap! went on shore at Mer⁴ fir'd

a Salute of 16 Guns & was answer'd by our prize with 11 Guns, in Honor of the Day —

Ends pleasant

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Montezuma, 4 July 1799

[Off Port Royal, Jamaica] Fired a Salute in honour of the Day — Independence.

[NA.]

To Secretary of the Navy from President John Adams

Quincy July 5th 1799

Sir We shall never get the Constitution to sea, by any means that I know of. After much enquiry I found no body particularly acquainted with Talman, tho many knew him. All agreed that he was a man of property & respectable character. I accordingly sent on by the post your letter to him with his commission. Now I find he is not liked. I desired Talbot to make enquiry — the result you have in the letters inclosed from him. I shall not put Talman into the Constitution. Of Dobell I have not found one soul to speak well. To him I have not sent the commission and I shall not till I hear some better account of him. — I sent your letter to Talbot with his commission in as handsome a letter from myself as I could pen but he has returned the commission, which I enclose & pray you to return to me with the other. I will do all in my power to persuade him to serve, but I expect no success. — I have no objections to Hull and Hamilton. Collins, Hacker[?]& Boss I have no knowledge of but would receive them on Talbots recommendation if he would commend them.

SEC! OF THE NAVY. [NDA photostat.]

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

[Philadelphia]
Navy Department 5 July 1799

Capt Sam! Barron Norfolk

Sir You will instruct such of your Officers as may appear best calculated to open Rendezvous &c &c See page 154 — Letter to Cap^t Baker [dated 25 June 1799]. — Monies have been remitted to M^r Pennock on whom you will call for the necessary supplies &c.

I am &c.

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

To Captain Hugh G. Campbell of U. S. R. C. Brig Eagle, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 5th July 1799. —

Cap[‡] Hugh Campbell of the Brig Eagle.

SIR I have received a Letter from the board of Health, complaining of your having been in the City contrary to Law. - There is, I perceive a disposition to put the Law in execution against you. — You had better not appear here again, nor suffer any person belonging to your Brig to come while they do belong to her. - I have directed Dowers to prepare the Sails for you as quickly as possible and have written to Mess Bird & Riddle — New Castle — to supply you with every thing you want. — Bread and Pork I will send from hence. — Let me know at once all you do want. — and when you will be ready to receive a new Crew, and whether you can get any Men at New Castle. — You suffered a little in my opinion last fall by delay, which I believe you could not prevent — You have more than retrieved by your activity abroad - Let it now be seen that you can also be active at home. — As to your Officers — Let me know at once, whether any you have will do - that Commissions may be sent — and that those wanted may be sent you. — Your own Commission as Master and Commandant shall be sent you in a few days. — You have herein the Laws respecting the Navy. —

I am &c &c &c. —

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

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

[Philadelphia]
Navy Department 5th July 1799. —

Mess^r Stephen Higginson & Co

Gentlemen, Having purchased the Brig Augusta at Norfolk which Vessel is to supercede the Herald in the service, I have ordered her on to Boston, and expect she will arrive nearly as soon as the Herald. — You will please to direct the Captain and Purser to discharge and pay off the Crew of the Herald immediately on her arrival, without regard to the time they have to serve. — The Officers will take charge of her til the arrival of the Augusta, when she is to be dismantled of her Military equipage, which with her Officers, will be transferred to the Augusta — The Herald you will please to sell either for Cash, or Notes at a few months, as you find most advantageous for the public Interest. —

advantageous for the public Interest. —

I have directed M[†] Winder the Accountant of this Department to send you on immediately an Account of any monies advanced at other places than Boston to the Officers or Men of the Herald. — I hope the Purser has his Accounts in such order, that the men need not be kept on board as in the case of the Constitution, because the Purser was not prepared to settle. — I have directed a remittance

of 20000 Dollars to be made you. —

I am & & & ?

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

To John Bispham, Sheriff of Burlington County, N. J., from Secretary of the Navy

[PHILADELPHIA]
Navy Department, July 5. 1799. —

John Bispham Esquire

Sheriff of Burlington County New Jersey. —

Sir I have received your letter on the subject of the French prisoners in your custody. —

You will please to admit as many of them to go on parole as produce to you the Commission under which they acted at the time they were captured. —

The allowance to the Officers on parole is not to exceed the expense

which would be incurred by keeping them in prison. —

I am & & & &

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

To John Bispham, Sheriff of Burlington County, N. J., from Secretary of the Navy

[Philadelphia]
Navy Department July 5. 1799

JOHN BISPHAM Esquire,

Sheriff Burlington Co N. Jersey

SIR You will please to permit Mess^{rs} Reouffe and J. [or I.] P. Tilly French National Officers now in your custody to go on parole without restriction upon giving their word of honor to give themselves up on demand unless legally exchanged. —

I am &

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

Extract from Journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Friday, 5 July 1799

These 24 hours begin with light breezes & pleasant weather, all hands employ'd cleaning Ship at 7 PM hove up & got underway from Bassterre roads — at Midnight the west point of S[†] Christophers bore N N E dist 4 miles Saw S[‡] Eustatia bearing N N W 8 miles

Middle part light breezes & Hazey at 6 AM S[‡] Bartholomews bore N b E 8 leagues at 11 the Shipping bore N by E 2 miles sent the boat onshore at noon the boat return'd

Latter part Steady breezes & Hazey Laying off & on St Bartholo-

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

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

[Philadelphia]
Navy Department 6th July 1799. —

Master Comm[‡] Timothy Newman

SIR It is intended that you shall take command of the Sloop of War [Warren] building at Newbury Port, to which you will be pleased to

repair as early as convenient. — Upon your arrival there, you will make me a return of the exact state of the Vessel, and when you expect she will be ready to launch and sail on a Cruise. — And you will be pleased to give every necessary attention to her construction and equipment. —

I am &c &c &c.

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

To Lieutenant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department July 6, 1799

Mr Cyrus Talbot

Sir Immediately upon receipt hereof you will be pleased to come on to New York, and write me as soon as you arrive there. — You will there hear from me again. — Write me upon receipt of this when you expect to be in New York

I am &c &c

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

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

[Philadelphia]
Navy Department 6th July 1799

Major W. W. Burrows

SIR The Ship Baltimore Cap^t Barron, now lying at Norfolk Virginia, will require Officers of Marines and twenty one Privates — I am not certain as to the number of Marines already on board this Ship, or whether they require to be relieved or not. — I have therefore the honor to request, that you will take any orders that may be necessary for supplying this requisition. —

I am & & & &

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

[6 July 1799]

Protest of Captain Solomon Clark, Master of the Merchant Schooner Hope, captured by French Privateer, set adrift, and again captured by another French Privateer who plundered the Schooner before releasing her

Commonwealth of Massachusetts

Boston SS

By this Publick Instrument of Protest, be it known and made manifest, that on this twenty second day of October in the Year of our Lord one thousand seven hundred and ninety nine, before me William Stevenson Notary Public, by legal authority admitted & sworn and dwelling in Boston aforesaid personally came and appeared Solomon Clark who manifested & declared upon Oath as follows To wit, that on or about the 25th day of May last he sailed from Boston aforesaid, in and with the Schooner Hope bound for Surinam and being then loaded with sundry articles of Merchandize on Account of Ephraim Prescot, Daniel Sargent, I Wheeler Apthorp and others, all Merchants of Boston, That he proceeded on said voyage without any

remarkable occurrence untill the sixth day of July following, being then in sight of Land, a few leagues to Windward of Surinam River, the said Schooner was chased by a french Privateer, from 9 A. M. to 6 oClock PM. during which said Privateer kept up a constant fire, and having approached very near said Schooner, she was at last obliged to strike her colours to said Privateer, One other French boat with two swivels having come under her Bow and fired into her That he with the Mate and Crew of said Schooner were taken on board the first mentioned privateer Mounting twelve Guns (name unknown) Commanded by Captain Savage — The next day he the appearer and the aforesaid Mate & Crew were all ordered into a small Boat & turned adrift about twelve miles from the Land, with only ten Biscuit and half a gallon of water; on which they subsisted until they landed; and were taken into Custody by Dutch Officers and carried before the Governor of Surinam who ordered them to be set at Liberty. — That after remaining at Surinam twenty two days, he went on board said Schooner then lying at Brantz point with said Mate — Capth Henry Young — Alexander Robinson & William Whetstone and retook her & carried her along side the United States Ship Portsmouth and deliverd Captain MeNeill his Prisners — after which he proceeded by said M^eNeills permission to Berbice where he sold all the Cargo that he found on board, they having plundered the greatest part while in their possession - He received in payment Bills and Cash as per Account — That on the 6th day of September he saild in & with said Schooner bound for Boston and on the 15th at 4 P.M. of same month was taken by a French privateer Schooner Commanded by a Frenchman supposed from point Petre — the said Captain ordered their Boat out and the appearer and three of the crew went on board of him - he sent an officer on board with them again and took from him all the Money and Bills except one set for Four Hundred & Fifty five Guilders after which they left him without leting him know where they was from or who commanded - He then proceeded on for Boston, but meeting head winds he put into New London where he arrived the 12th day of October and from thence proceeded to Boston where he arrived the 21st inst. and now desires Protest

SOLOMON CLARK JOHN BAILEY

Wherefore I the said Notary have protested and by these Presents Do solemnly protest against the Owners of the aforementioned French Privateer and Officers and Crews, as the cause of all Loss Costs Damages & Demurage arrising to the Owners of said Schooner or Cargo or to any part thereof, or to any person or persons concerned therein.—

Thus done & protested at Boston aforesaid & my Notarial Seal affixed the day & Year first herein written In presence of John Bailey Mate on board said Schooner in and upon the Voyage aforesaid — who made solemn oath to the truth of the foregoing declaration.

WILLIAM STEVENSON Not. Pub.

[Ct. of Cl. French Spol. Case No. 282.]

SEAL

[6 July 1799]

Encounter of the Merchant Ship Aurora, Captain Suter, with the French privateer L'Hazarde, J. Perroud, Commander

The Aurora, capt. Suter, sailed from Batavia on the morning of the 1st July. On the 4th at 3 o'clock A. M. struck on a shoal, in the mouth of Welcome Bay, in the Straits of Sunda, from whence after beating about an hour and a half, unshipped the rudder and sustaining considerable damage in her bottom, she got off, and made sail for Batavia to refit. Off Angere, on the afternoon of the 6th, she was attacked by the French privateer L'Hazarde, J. Perroud, master; from the Isle of France. The privateer after discharging a volley of small arms into the Aurora, attempted to board her; but were effectually repulsed, with considerable loss. In a second and more desperate attempt, they succeeded in carrying the ship; disposed of the supercargo and part of the crew, and ordered the vessel to the Isle of France.

For the information of those concerned we have procured the following list of the fate of the crew of the above vessel:

KILLED.

George M'Cord, gunner; John Shalt, seaman; Mathew Clathan, do.

WOUNDED, AND LEFT AT BATAVIA.

John Patterson, 2d officer; William Williams, 3d. do. James Newton, seaman; Nathan Ferguson, do. C. Ward, do. Joseph Kelly, steward.

REMAINING IN THE AURORA.

John Suter, captain; John Walker, seaman; and a boy.

RETURNED IN THE REBECCA.

C. Bridges, supercargo; Peter Johnson, seaman; George Pickle, do. and Pat. Lynch.

RETURNING IN THE BRIG PLANTER.

James Spencer, 1st officer; Wm. Reeves, boatswain; Winchester Vial, seaman; John Robinson, do. John Hagan, do. Jas. Healy, do. [LC. "Claypoole's American Daily Advertiser" (Phila.), 29 Nov. 1799.]

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

First part steady breezes & hazey weather laying off & on at 2 PM the first Lieu^t went onshore, at 8 D^o returnd & made sail to the S & E⁴

Mid. part fresh breezes & cloudy at 1 AM S[†] Kitts bore S by W 6 miles at ½ past 5 saw a sloop to leward bore away for & Spoke her from Martinico bound to S[‡] Bartholomews at 6 the East part of D[‡] bore N by E 3 leagues at 9 saw 2 Schooners at 10 came up with them & boarded them one a privateer the *Lucretia* of Antigua the other the *Polly* from N[‡]Carolina for S[‡] Croix John Chadwick master.

Latter part Do weather

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

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

ON BOARD THE Boston July 7th 1799

Major Burrows —

Sir ——After a fatiguing March of 100 Miles at twelve OClock on the 3d of July Inst I placed all the Remainder of men Left me,

Safe on Board the Boston

I have waited with Anctious Expectation, to hear from you. Last Evening Rec^d yours together with \$300 — \$241 of which this Morning I have payed the Men, Agreeable to pay Roll and their Rect now forwarded — Their Appears to be A total Stagnation to the Recruiting of Marines, I have Used Every Exertion and at no small Expence to myself, but the \$12 Bounty for Land troops and the Extraordinary Wages for Sea men, will Baffell the Utmost Exertions of Any Marine Recruiting Officer I was Happy to Receive Your Orders to Repair on Board the Boston. I have made no Delay, and have with me Hubbard the Drummer, and Lay [?], Hertley [?], Tucker, the fifers — to have sent them from Springfield to N London, with A Sargeant to Conduct them, or A wagon or Knapsack to have carried their provisions in, would be Impractable - I thought the Safest way to Bring them with me to Boston place them on Board A Coaster and Send them to N London, this mode of proceeding would prevent their Diserttions, I hear we are Under Sailing Orders, If that be the Case I shall be Abliged to sail with Abut half A Dozen men. You may Judge my Mortification Major after Recruiting so many fine Lads as I have, to be Ablidged to sail with with A Corporals Guard — my Acct now Sir I hope will meet you Approbation,

I am with Asteem and Respci

Yours

Jon^a Church Lieut Marines

[MCA, LR, 1799.]

[7 July and 14 August 1799.]

Protest of Captain David Lufkin, Master of the Merchant Schooner John, Captured by French Privateer L'Importune, released, and again captured, by French Privateer Revellieu

COMMONWEALTH OF MASSACHUSETTS. Essex SS

By this Public Act of Protest, Be it known unto all Men, That on this Eleventh day of September One thousand seven hundred and Ninety Nine, Before me John Rogers, Notary Public by Legal Authority admitted and & sworn and dwelling in Gloucester in the County & Commonwealth aforesaid — Personally came David Lufkin, Master of the Schooner John, Owned by Eliphalet Davis Esq⁷ and others of Gloucester aforesaid, burthen about Fifty Seven Tons — and Abraham Elwell a Seaman, on board said Schooner — Who after being sworn, did Testify and declare, That we sailed in said Schooner from Gloucester aforesaid on the 12th of June last, bound on a Voyage to Surrinam — that nothing remarkable happened on our Passage, till the 7th of July last; being then about Ten or Fifteen Leagues to the Windward of Brandt Point we saw a schooner, which stretched

off, and came along side of us, which proved to be a French Privateer of 12 Guns called the L'Importune commanded by [space] Savage, from Cayenne — who ordered me on Board — and then my Mate, and three of my People, who were put in Irons in my presence then manned my Vessel and ordered her for Cayenne — the next day the Capt of the Privateer ordered my Vessel to come along side of him, in order to plunder her, and then (as he said) to set her on fire the Privateer belonged to the Government and had an Agent then on Board — But, it was agreed and concluded on, That if I would Draw a Bill for Five thousand Dollars, on a M. I. P. Lemmers, payable in Sixty days, and send my Mate as a Hostage to Cayenne, there to remain until the Money was paid, they would give me up my Vessel and Cargo — which I agreed to do. — They then delivered me up my Vessel, and people, except my Mate, who went to Cayenne, and there remains, for ought we know not having either seen or heard of him since. — I then proceeded to Surrinam where I arrived on the Ninth of July last — and went immediately on shore, waited on M. Lemmers — acquainted him with my Situation — presented him the Bills — with a Letter from the Capt & Agent of the Privateer — M! Lemmers accepted to pay the Bills, and to Receive the whole of my Cargo therefor, on Condition that I would deliver the Cargo at Berbice freight free — which I accordingly consented to, and did as soon as I possibly could: - After agreeing with M. Lemmers, I the next Morning noted a Protest with the Notary Public of Surrinam, for which Note, I paid him Eight Dollars - and should have extended my Protest, but had not the means in my Power to satisfy his Exorbitant demand therefor, the Expence of which, as the Linguister informed me, would amount to Eighty Dollars. — After delivering my cargo at Berbice, I Ballasted my Vessel on the 5th of August last sailed for Home in a set of Sand Ballast - met with nothing very remarkable till the 14th of the same Month — when I fell in with another French Privateer of Fourteen Guns called the Revellieu commanded by Capt Rox, who took from me, all my People, excepting a Lad and put on Board - Prize-master and Six men, ordering them to carry my Vessel to Guadaloup — on the 15th day of the same Month, we Met with the United States Ships Ganges, Merrimack & Pickering to the Windward of Antagua, who Recaptured my Vessel took out all the Frenchmen and put on Board a Midshipman and four men — and ordered us to S! Christophers — where we arrived the Evening of the same day — Being considered as a Prize — My Vessel was appraised at Twelve hundred & fifty Dollars, by the Advice of the Commanders, and the American Agent Residing there it was agreed for them to Receive One fifth of the Appraisal — provided the Schooner Arrived safe in America — and Bills, were accordingly conditionally drawn on my Owners for the Payment thereof — We then Proceeded to St Thomas', where we arrived on the 19th of the same Month, with the Fleet under their Convoy — at the Port of S¹ Thomas' The Midshipman and People were taken out of my Vessel — And I then Shipped a new Crew, and sailed from said Port on the 22d of August last, under Convoy for Gloucester — and arrived in Gloucester aforesaid in the Evening of the 10th Current. -

(Signed) DAVID LUFKIN — ABRAHAM ELWELL —

Wherefore I the said Notary, at the Instance and Request of the said David Lufkin, in his own Name & Behalf, and in the Behalf of all and every other Person or Persons whatsoever or howsoever concerned in the said Schooner John her Cargo and Appurtenances, — Do Solemnly Protest, against all orders and Instructions, by Authority or means whereof he was captured as aforesaid — and against all the Acts of the Commanders of the said Privateers for seizing by force of Arms the said David Lufkin, his Vessel, Cargo and Appurtenances as aforementioned — and also against all the Damages, Misfortunes, Losses, Costs, and Expenses sustained, suffered or to be suffered by Reason of the Misfortunes as aforsaid —

In Testimony whereof I the said Notary have hereunto [SEAL] set my hand, and affixed my Seal, the day & year first within written.—

JOHN ROGERS, Noty Public.

[Ct. of Cl. French Spol. Case No. 259.]

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

First part fresh breezes & cloudy saw a brig to leward at 3 P M saw a Ship to the west⁴ at 4 bore away Shew'd Signals & was answ⁴ by the Brig at 4½ hal⁴ on a wind to the S & E⁴ at 6 saw 2 sail to wind⁴ running down one was a Schooner the other a Ship fir'd a Gun to leeward & was ans⁴ by her at 7 spoke her the U S Ship Ganges.

Mid. part D^o Weather at 3 A M spoke the Brig Norfolk at 6

saw 3 sail to wind

At Mer^{qn} the Body of S^t Kitts bore SSW 7 leagues

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

To Captain Silas Talbot, U. S. Navy from President John Adams

Quincy, July 8, 1799.

Sir, - I have this moment received your favor of this day's date,

by Mr. Tarbell, and had before received your note.

I can give no answer to any of your propositions, nor determine any thing concerning officers or men, until I know who is to command the Constitution. Your refusal to accept the commission has ruined all my designs. It was altogether unexpected to me. I know not the facts at present, with precision enough to decide between your pretensions and those of Captain Truxton. If I must appoint Captain Little, I must appoint all his officers, or at least consult him which of them to take with him, and which to remove from the Constitution. If I should appoint Lever [Sever], I must do the same. I know of no other captains at hand. In short, I see no possibility of getting the Constitution to sea, unless you go in her, under a fortnight or three weeks, if so soon. If she must remain in harbor so long, it will be better to send the Boston to sea, and complete her crew out of the Constitution. But in this case I cannot appoint Little to the command of the Constitution. It will be impossible for me to arrange any thing without a personal conference with you. If you would accept the

commission, altered so as to leave the question of rank undecided, to be determined hereafter by a council of officers, this shall be done. Assurances have been given you, as I understand, by Mr. Stoddart, that you should not be ordered to serve with Truxton, without

absolute necessity. These assurances I am willing to confirm.

I am, however, fully of opinion that I must see you before I can do any thing. If you cannot come here, I will meet you any where; but it will take time and trouble to concert time and place; so that

I believe you had better come here, if you can, tomorrow morning, as early as possible, or next day, or leave it till Thursday.

I have this day forwarded to Captain Little his sailing orders, received only this morning from the Secretary of the Navy. If he is completely ready in all other respects, I am willing to fill up his complement for the Constitution. But the service on which the Constitution is ordered is at least as pressing, and perhaps more so, than the other. I have the honor to be with great esteem,

Your humble servant,

JOHN ADAMS.

Captain Talbor.

[NR&L, "The Life of Silas Talbot" by Henry T. Tuckerman.]

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

[Philadelphia] Navy Department 8th July 1799

Lieut. Comm. FERNALD

Sir Herewith you will receive your instructions for your Government on a Cruize, and also such acts of Congress as require your attention — It is intended that you should join the Portsmouth, Captⁿ M^cNeale at Surinam or in that Vicinity — for this purpose you will proceed immediately to Sea and shape your course to fall in with the coast to the Windward of Surinam and near Cayenne, and thence down to Surinam - If you go as near the Coast of Cayenne as you can well get with safety to your Vessel [U. S. Brig Scammel] from the Shoals you will have a chance of meeting with a French Privateer and of recapturing American Vessels on that Coast before you join Captain McNeale, - a circumstance which will redound much to your own honor & the honor and profit of your Crew.

When you fall in with Captain McNeale you will place yourself

under his Command and remain on that Station, exerting every effort in your power to protect our Commerce and Punish the French

privateers depradating upon it until further orders -

Enclosed Circulars of the 29th December, 16 January 12 March — & I have the honor to enclose & 19th June ordered to indent for 4 months - Authority & Laws.

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

To Secretary of State from Secretary of the Navy

[Philadelphia]
Navy Department 8th July 1799.

THE SECRETARY OF STATE

Sir I have this day seen M! Wolcott letter to you of the 6th — and Mr. Dawsons report respecting Trenton as a place of assylum for the Officers, should they be driven from Philadelphia. - My opinion coinsides with Mr Wolcott's that a place for all the Officers ought to be fixed on — and altho I have engaged a house at Trenton (my wife's situation making it improper that she should go into a boarding house, or a very confined house) yet I have no preference for that place, and will chearfully pay without murmuring the expense of securing it, should any other place than Trenton be the choice of other Gentlemen — or should it continue safe to remain in the City. understand cannot accommodate the Officers, - Burlington is full, and is said not to be out of danger — Germantown I prefered until I found the general opinion against Germantown, on account of it's being a crowded, dirty, and very extravagant place — during the prevalence of disease in Philadelphia - Wilmington cannot be safe when Philadelphia is not — and Lancaster is not on the Post Road — Under all circumstances then, the City of Washington being out of the question, Trenton appears to me to be the most eligible place, to which the Officers can be removed, when Philadelphia becomes so dangerous, as to render it improper to remain longer there. — This I do not conceive to be the case at present - yet I am strongly impressed with the belief that it soon will be. -

I am &c &c

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

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

(Triplicate) ISLE OF FRANCE July 8th 1799. Honbe Timothy Pickering,

Sir, I have the honour to inform you that Jacob Lewis Esq^{re} Consul from the United States of America at this Island, hath thought proper to appoint me to represent him in his public Capacity during his absence (and accordingly invested me with the necessary powers) which have been recognized and approved by this Government, therefore, Sir, I think it my duty to address you and to state all such occurences, as have taken place since the departure of M. Lewis respecting the American Flag, as are of any moment to the United States; & to exhibit to you in a particular manner the very arbitrary & unjust proceedings of this Government, relative to the American Ship Concord, John Thompson Master belonging to Peter Blight, Esq. of Philadelphia —

this Ship was arrested Sixth February last past, off Cap of Goodhope (on her homeward passage from China) by the french frigate (or otherwise Corsair) La Prudente Capt Joliff of this port, who after a strick examination of the Concord's papers, finding every thing in perfect rule, permitted Capt Thompson to pursue his course, soon after this dismission, the mass of the Equipage on board La Prudente

which was composed of the Jeune gens (as they stile themselves) of this port insisted on Cap^t Joliff's again giving chasse to the Concord, taking and sending her here, accordingly pursuit was again ordered, the Concord brought to a fresh examination made, after which the chief mate and seventeen of the Concord's men were taken on board La Prudente and She was dispatched for this place where She arrived the tenth of March — on the twelfth, the Concord's hatches & were sealed & afterwards an examination of the Captain, Supercargo and Crew as usual by the Judge of the Peace, all the Concord's papers and the declaration's of the Cap^t Supercargo & proved beyond a shadow

of doubt, the Neutrality of Ship and Cargo —
The Tribunal of Commerce of land and Sea after these investigation's assembled to proceed to the tryal of this property, the Counsel for the Capt & Supercargo requested to Know of the tribunal, if he was considered as pleading for Neutral's in Amity or for ennemies; if the former he was ready to proceed, if for the latter, he had nothing to observe; this embarrassed the court and they adjourned for Consultation, after this many threats were made by the armateurs and others interrested in La Prudente to turn the Concord's crew on Shore or put them in prison, on the twenty first April the Governor dreading consequences issued his order for the emprisonement of the Concord's equipage, they were accordingly put on board the prison Ship. I remonstrated against these proceedings and demanded their immediate enlargement being American Citizens & Neutrals conducting themselves with propriety and in no instance infringing the law's or disturbing the Public tranquility: but, I could obtain no other Satisfaction than that the Government were sorry not to be able to grant my request, and what had been done was wise and prudent, ex necessitate rei — I soon after obtained the release of these men to go on board a Danish Ship for Copenhague, in order to return home - On the Second — day of May a law was passed by the assembly and Sanctioned by the Governor ordering the Sequestration of all American's Vessels in this port or which should arrive, thus to remain, 'till it should be known whether war or hostilities existed between the United States & France or not, at the time of passing this Law, fortunaly no American Vessels were in port except the Concord and none have arrived Since; this Law was made to hush the Clamours made by the Armateurs of La Prudente for Confiscation of the Concord & ca and the Spirit of the Law is clearly, that the property Should remain Sequestred untill official News should arrive respecting the Situation of the two countries, America & France. In Consequence of this act the Concord & Cargo were — Sequestred, the Ship unloaded and the Cargo put in Magazines on Shore. — On the twenty first day of June, the Governor General without any official information in a very extrajudicial and extraordinary manner issued his order to the Tribunal of Commerce, directing the confiscation of the American Ship Concord and her entire Cargo to the benefit of the Captors. — On the twenty Second day of June the Tribunal of Commerce assembled, but some difficulty was stated as to the propriety of their Proceeding to pass Sentence of confiscation on this Ship and Cargo, without the Governor first proclaimed War or hostilities to exist between France & the United States, they therefore adjourned.

I addressed the Governor and endeavoured by every possible exertion and argument in my power to prevent or at least to procrastinate any decision taken place in respect to the Concord, untill Government should receive official accounts of the Political Situation of France and the United States; praying that the Ship and Cargo might remain in a state of Sequestration, 'till unequivocal Information should be received; but to my mortification all my efforts proved abortive, and on the twenty third day of June the Governor issued his Proclamation that hostilities had existed between France and the United States since ninth of July one thousand Seven hundred and ninety eight. — In consequence of this the Tribunal of Commerce again met on the twenty fifth day of June, and by virtue of the aforesaid order and Proclamation of the Governor, passed Sentence of confiscation on the Concord and her entire Cargo, and adjudged the same to the benefit of the Captors on account of hostilities as stated in Said Proclamation. —

Such Sir, has been the Conduct of this Government, and I must say that the mass here view the United States & France as in actual war, what the real State of things is, we know not here, all accounts are vague, contradictory and uncertain, my Situation has been and is extremely painfull, not being able to obtain even common justice—the Government is in an enervated and palsied State, and some Change

must soon take place.

I have also to inform you of the American Ship Pacific of Norwich, State of Connecticut, Solomon Ingraham Master, this Ship was taken in March last on her passage from Bengal to New York by the french Corsair La Clarisse Cap[†] Surcouff, under the french Decree — ordering the confiscation of all Neutral Vessels having British Manufactured goods on board She was expedited by Surcouff for this port on her arrival off this Island She was chased by the English Squadron from the Cap of Good-hope then cruizing here, Commanded by Comodor Lausacke [?] ran on Shore on the Island and the next day burnt by the English after having taken out all they could with conveniency Cap[‡] Ingraham, the Supercargo, and three officers arrived here a few weeks since in the corsair La Clarisse

as I have not the honour of any particular acquaintance with you, I beg leave to refer you to my estemmed and Worthy Friend George Hatcher Esq^{re} Member of the House of Representatives of the United States for any particular's which you may judge necessary concerning

me.

I have the honour to be

Sir.

With highest Esteem & Respect Your most obedient & humble Servant

GEO. HAILY [or HALLY]

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

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

Begins with fresh breezes & cloudy weather 2 sail in sight, at 6 spoke the *Norfolk* at 7 S[‡] Kitts bore W S W 5 leagues dist at 10 D R [Double Reefed] the Topsails

Middle part fresh breezes attended with rain tack⁴ Ship Several times, took in & made sail as occasion requir'd —

At Mer^{dn} Nevis bore S W 4 leagues

Latter part Squally & flying clouds the Norfolk in Comp,

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Montezuma, 8 July 1799

Run down to Port Royal, [Jamaica] & anchored.

To President John Adams from Captain Silas Talbot, U. S. Navy

ON BOARD THE FRIGATE Constitution, 9th July, 1799.

Sir, — The foregoing sheets contain exact copies, as I believe, of my commission in the navy of the last war, an official notice of my appointment under the present form of government, the letter announcing the suspension of my pay as Captain, and some correspondence between the honorable the Secretary of the Navy and myself on that subject, in which I gave him to understand that neither my honor nor reputation would permit me to be commanded by Captain Truxton, because he was, in fact, a junior officer. I, at the same time, told him that I had no desire to give him, or the President, or any Captain in the Navy, the least uneasiness; and that he had my consent to strike my name from the list of appointments, if it should be found necessary or convenient. I must now observe to your Excellency, that, notwithstanding I have the command of so fine a ship as the Constitution, I will freely relinquish my present station, and retire to private life. If there is a desire, from political or any other motives whatever, to place Captain Truxton over me, I shall be silent on the occasion; but, at the same time, I cannot sacrifice the little reputation I have in the world as an officer, by accepting a commission that would inevitably compel me to yield that grade or relative rank, which no officer can do, and preserve his honor in or out of service. I am free to grant that Captain Truxton has much merit, and trust I have some small share also; he has bravely engaged and captured an enemy's frigate of nearly his own force, and this was certainly a brilliant action, for which he justly deserves and has received great praise. I have done some things that were, perhaps, thought at the time equally clever, and if the rules of delicacy would allow a detail of them, they might be easily brought to view, and I should glory in the comparison. I have the honor to be,

Your obedient servant,

SILAS TALBOT.

To the President of the United States.

[NR&L, "The Life of Silas Talbot" by Henry T. Tuckerman.]

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

[Philadelphia]
Navy Department 9th July 1799. —

Commodore TRUXTUN

SIR By the decree of the Court, the Insurgente is the private property of the Captors, who may sell her, to the Public or to Individuals at private, or public sale, at their pleasure - I cannot but think on a full consideration of all circumstances, the opinion of the Court erroneous, so far as respects the comparative force of the Insurgente and her Conqueror — and it is my opinion that the superior Court on an appeal, would reverse the decree. - I wish to avoid the disagreeable circumstance of a contest between the United States, and the Officers and seamen in the public service — and with this view, I offer you and the Officers and seamen of the Constellation interested in the Insurgente, Eighty four thousand five hundred Dollars, for all your claim to that Ship — I hope this offer will be agreeable — You know the principle upon which I make it — & I really think it ought to be satisfactory. I cannot exceed it. — If this offer should not be agreeable, then I propose, that the Ship shall be valued by competent persons, indifferently chosen — and I will immediately pay into the hands of your Agent, one half the amount of that valuation — the property of the other half, to depend upon the decision of the superior Court, on an appeal, which in this case shall be instituted — Or it may depend upon the decision of any three or five of our Naval Commanders, as to the comparative force of the Constellation and the Insurgente.

I am &c.

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from Captain Daniel Carmick, U. S. Marine Corps

Boston 9th July 1799

Major W Burrows

Sir I got here yesterday & am just returned from visiting the Marines on board the Constitution. I think it is not possible to produce such another shabby set of animals in this world the Chief of them are the Recruits of that decripit Old Man Ruben who is now laid up the Hospital, (for life I hope). I hope you never intended that Man should sail with me. I would much rather send you my Commission. Mr Amory is now on bord and wishes to Sail. Please to send him orders to go in the ship he is very ignorant of Military duty as he acknowledged, but he is a smart Gentalman and far prefarable to the other. Lt Weaver is here on board the Boston which will be ready for Sea by Saturday he has not any Marines & knows not where to get them The Marines on bord the Const do not know how to hold a Firelock. I would rather be without them and with them if could get the Command of a few great guns if I must go on board. Capt Clark says Nicholson would not let him Dril the men on board. It is probable the ship will not sail for this some time in such Case if there is a possiblity to get the Men from New York I hope you will have no objections. I will let you know by tomorrow's

post, when the Cap^t will inform me. These Men have been abused in a most cruel Manner & know of no other Manner to get them better used than to send them on Shore & put the Men I had in New York in their place who will make themselves more respected. I shall bid adieu to the Marine Corps if these Men go in the Ship, it will be impossible to make them respectable, I must conclude as the post is Closing.

Dant Carmick Capt Marines.

[MCA. LR, 1799.]

To Judge Richard Peters, U. S. District Court for Pennsylvania, from Secretary of the Navy

[Philadelphia]
Navy Department 9th July 1799. —

Honble RICHARD PETERS

Sir I have the honor to inform you in reply to your letter of the 1st instant, that upon consulting the Secretaries of War and Treasury, it is the general opinion that the prize money which may accrue to the United States, and is to constitute a fund for the half Pay Officers and Seamen is, as heretofore, to be paid into the Treasury of the United States — The Secretary of the Treasury will of course, give the Clerk a discharge for the sums so paid. —

I have the honor &c &c.

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

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

Begins with fresh breezes & cloudy

at 7 P M Reef[†] Topsails

Middle part Squally with rain

at 5 A M Saw Antigua bearing N b E 4 leagues Montseratt West 3 leagues. at 6 saw Guadaloupe S b E 7 leagues at 7 saw a sail to leeward gave chase to her at 8 Shew our Signals & was answer'd by her She was an English frigate wore Ship to N & East^d

Ends pleasant —

New York

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

To Lieutenant Josias M. Speake, U. S. Navy, commanding U. S. Brig Richmond, from Secretary of the Navy

Lieut Josias M Speake Navy Department 10th July 1799 of the Richmond

Sir The Richmond under Your Command must not remain in port one hour longer than is absolutely necessary — You will therefore make instant application to Mess^{rs} James and Ebenezar Watson for as much provisions as the Richmond will stow — Should she stow more than will be necessary to supply the Crew for their present term of Service, the surplus may be transferred to some other vessel in the West Indies — You will write me how many men, provision & she will carry and before your departure you will receive orders on the

subject — It is not to be supposed from the *Richmond* having been so recently completely fitted & only a short time in Service that she will require any repairs or additions to her rigging or Sails. if however any thing of this sort should be *indispensibly necessary* you will apply to Mess^{rs} Watson immediately.

Should your officers require any money your purser must apply to the Mess Watson who will supply any sum not exceeding one thousand Dollars — I shall rely on your using the most prompt & rigorous exertions for carrying these orders into immediate execu-

tion -

The Richmond must be prepared in all respects to sail in 3 or 4 days after you receive this letter & whether prepared or not must sail in that time for which orders will be sent you.

I have the honor to be,

Sir

Your obed. Servi

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

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

[PHILADELPHIA]
Navy Department 10 July 1799

Captain James [Samuel] Barron Norfolk.

SIR It is intended that L^t Cooper [Cowper] should be sent from New York to take the command of the Baltimore, and that you should superintend the equipment of the Frigate building at Norfolk, with a view to Command her — But it may turn out, the I do not expect it will that some officer older in Command than yourself may take that Ship and that you must for the present take a smaller — I say it may so turn out but that I do not expect it will but if it should you must not complain for untill an Officer arrives at Norfolk to take the Command of the Baltimore you will continue in the Command of that Ship — Hasten her preparations & getting her men that she may be detained at Norfolk as short a time as possible. —

I have the honor to be,

Sir

Your obed Serv

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

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

[Philadelphia]
Navy Department 11th July 1799

Captain Samuel Barron Ship Baltimore Norfolk

SIR I yesterday wrote a letter directed by mistake to "Captain James Barron," it being intended for yourself. — You will inquire at the post office at Norfolk for it & consider it accordingly — The following is a Copy of it —

I am Sir

Y' obed Serv

Here follows Copy of that of the 10th above referred to — [NDA. OSW, Vol. 2, 1799.]

To Secretary of the Treasury from Secretary of the Navy

[Philadelphia]
Navy Department 10th July 1799

SECRETARY OF THE TREASURY —

Sir Having purchased the *Insurgente*, the money for which is to be paid to the Agent, at this place & Same being now required, I have the honor to request that you will be pleased to direct the Treasurer of the United States to Pay over to Samuel Meredith Esquire Treasurer of the Navy, Thirty thousand Dollars.

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

Sir &c.

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

[10 July 1799]

Protest of John Holland, Captain of the Armed Merchant Ship Rufus, captured by French frigate Cockade

By This Public Instrument of Protest be it made known & Manifest unto all whom these presents shall come or may in any wise concern that on the 26 day of July in the Year of our Lord 1799 & of the Independence of the U. S. of America the Twenty fourth Before me Joseph Yznardy Pro-Consul for said U. S. personnally appear'd John Holland Master Benj[‡] f. Coffin Mate & Nathaniel W. Cames Seaman belonging to the American Ship Rufus who being duly sworn according to Law each speaking for himself jointly & severally declare

in manner & to the effect following (that is to say)

That they the Deponents sail'd in & with ye said Ship from New York on the 3d day of June last with a cargo consisting of Cocoa, Rice, Indigo, Staves, Beef & Pork, bound for Cadiz that said Ship was then tight Staunch & strong & well & suficiently equipped & provided in all respects for the performance of the said voyage on which they continued with various winds & weather until wednesday the 10th July when at about 4 OClock P. M. they were captured by the french frigate Cockard [or Cockade] the light house of this City bearing at the time about S. E. by E. distance four leagues & brought into this port where they arrived on the following day 11 inst but where not suffer'd to come on shore until the 14 do & the whole of the papers appertaining to said vessel & Cargo were sent to the french Consuls Office of this City by whom Ship & freight has been condemned as appears by the Sentence of condemnation deliver'd said Captain against which sentence said John Holland wish'd to appeal to the Superior Tribunal at Nantes but the appelation would not be admitted by said french Consul wherefore they the appearers & deponents do hereby for themselves & all others Interested or concerned in said Ship freight & Cargo, Solemnly Protest in the most ample & extensive manner & by these presents doth protest against the said french frigate Cockard her Captain & owners & against the french Consul & french Republic for the Sentence given & not admitting the appeal & against all others whom it doth or may concern for all damages detention embezzlement losses &c* sustained or that hereafter may be sustained by them & all others Interested or concerned in said

Ship freight & Cargo — or also against the incidents of the Sea &c*, declaring that during the passage previous to the Capture the Ship made & shipped a considerable deal of Water which kept one of the pumps continually working & the appearers make this declaration & protest to evince the premises to serve & avail in time & place convenient & for remedy & redress in due course of law reserving always the liberty of extending this Protest in case of need & which was duly noted in the Consular Book of this Office on Page 438 thereof by said John Holland within 24 hours after his arrival in this Port & being Suffer'd to come on shore —

Thus done sworn declared & protested in my presence day & Year

first written —

 $Signed - \begin{cases} John & Holland\\ Benj^n & f. & Coffin\\ Nath! & W. & Cames \end{cases}$

I Joseph Yznardy Pro Consul aforesaid

Do hereby Certify the foregoing is a true & Faithful copy of its original registered in the Consular Book of this office on page—thereof & the Signatures annexed said Original of John Holland Benjamin f. Coffin & Nathaniel W. Cames are Respectively their true & Lawful ones—

Given under my hand & seal of Office in Cadiz this 29 day of July

1799 & of the Independence of the U.S. the Twenty fourth

In absence of M^r J. Yznardy

Anthony Terry Vice Consul.

[SDA. Spol. Cl. SC, 1819, Vol. 80.]

[10 July 1799]

Condemnation of the Armed Merchant Ship Rufus, captured by French frigate Cockade

[Translation]

 N^{ϱ} 199. Extract from the Register's of the Chancery of the Consulate General of the French Republic in Andalusia —

Liberty (Stamp) Equality.

At Cadiz the 29th Messidor, Year 7th of the French Republic, one and indivisible. —

The Consul General of the French Republic, resident at Cadiz.—
Having seen and examined all the papers and documents presented
and delivered me, concerning the American Ship Rufus,— Captⁿ
John Holland, burthen two hundred tons, or thereabouts; armed
with six Guns; & a crew, the whole in number of Thirteen Men;
bearing a Letter of Marque & reprisal to board & capture all french
vessels; sailed from the port of New York, loaden with Cocoa, Indigo, Rice, & Staves; with some Barrels Salt Beef, bound for Cadiz,
belonging to Mess¹⁸ Benoit de La Piedra, & John Barri, Spanish
Merchants of this place; the latter of whom being on board said
American Ship Rufus in quality of Supercargo; which Ship was
captured on the twenty second of the present month Messidor,
about four leagues to the Westward of Cadiz, & conducted to said

port by the french frigate the *Cockade*, commanded by Citizen Croiset, the said frigate being of the french Navy, under the orders of Admiral Brieux, all of which appears by the proces — verbal formed on board the mentioned frigate, & annexed to the acts of the

proceedings.

By the depositions taken by the Chancellor ad-interim of this Consulate of Capⁿ Holland; his Mate; M^r John Barri, Supercargo; & of two of the Crew, it appears evident, that said Ship is from New York, where she was laden by the said John Barri, Merchant of Cadiz; the Supercargo, with Cocoa, Indigo, Rice, Staves, and some barrels Salt Beef, for account & risk of the same, as well as that of M^r Benoit de la Piedra, Spanish Merchant of said Cadiz; where said Ship was bound: & that to preclude the English from the said Cargo; they had assimulated the documents to appear in the name of M^r John Padrick, American Merchant; That on the twenty second Messidor, Year Seventh of the French Republic (tenth July one thousand seven hundred and ninety nine, (oldstyle) being about four leagues to the Westward of Cadiz, the said Ship was taken and conducted to this port by the french frigate Cockade, one of the Naval force, under the orders of Admiral Brieux—

Having seen 1st said Ships Letter of Marque & reprisal.

2^d— Cruizing instructions to Cap^t Holland.

3[¢] — Roll of Equipage; specifying thirteen persons

4 — Sea Letter, in four diff^t languages.

5 — @ Second passport (affirmative of her quality; for the Affrican States.

6 — Ships Register —

7 — Invoice & Bill Lading, Assimulated, of the entire of s^q Ships Cargo.

8. Letter of instructions to Cap[‡] Holland.

9 — Certain other papers, unimportant to be specified herein. — Considering, that the said American Ship Rufus, bears a Letter of Marque to make prize of french Vessels; and that if no resistance was made on her being captured, it was in consequence of the Superior force of the Captors. That the above act must undoubtedly cause her to be considered as an Enemy of the Republic.

Considering notwithstanding, that Mess¹⁸ Benoît de la Piedra, & John Barri having represented, and deposited in the Chancery of this Consulate authentic documents, proving that the entire of the Cargo of the Ship Rufus, is wholly and solely their own property; & that it was only to assimulate, that it appeared amongst the ships papers, as the property of John Padrick, American Merchant.

That the Treaty of Alliance offensive and defensive existing between the French Republic & H. C. M. imperiously exacts that the entire of the Cargo of the Ship Rufus be placed at the disposal of Mess¹⁸ Benoit de La Piedra, & John Barri, Spanish Merchants. I have in virtue of powers & faculty's granted me by the Laws; adjudged, and condemned as good prize the Hull, tackle & Appurtenances of the American Ship Rufus, Captain John Holland, as having been legally captured by the French frigate, Cockade—

Ordering at the same time, that the entire of the Cargo of the mentioned Ship Rufus, to be immediately delivered in the possession and disposal of Mess¹⁸ Benoit de la Piedra, and John Barri, Spanish

Merchants, as their whole and sole property.

Given at the Consulate General of the French Republic in Andalusia, under my hand, & Seal of the Consulate; Countersigned by the Chancellor ad-interim, at Cadiz, the day, Month & Year before written — Signed in the Register — Roquesante — & Sicard, — Chancellor ad-interim. —

Compared conformable to the Register, by me the Chancellor ad-interim of the Consulate General of the French Republic, in Andalusia — Cadiz the 22^d Thermidor, Year Seventh of the French

Republic one and indivisible.

(signed) SICARD.

Chancellor ad-interim

R. Roquesante Consul G! of the French Republic in Andalusia, residing at Cadiz: Certify, that the foregoing signature of Citizen Joseph Sicard, Chancellor ad-interim of this Consulate; is truly his; & that full faith & credit should be given thereto in Law or otherwise — In testimony whereof I have granted these presents under my hand & Seal of this Consulate. —

Given at this Consulate Gen! of the French Republic, in Andalusia, Cadiz, the twenty second Thermidor, Year Seventh of the French

Republic, one and indivisible —

(signed) ROQUESANTE

I Joseph Yznardy, Pro-Consul of the U.S. of America, in the

Province of Andalusia, Galicia, &c &c Resident in Cadiz —

Do hereby certify that the annexed document is the original Sentence of Condemnation of the American Ship Rufus, John Holland, Master, the signature annexed said document of Roquesante, Consul Gen! for the French Republic in this City, & Sicard, Chancellor for said Consulate, are respectively their True and lawful ones.

In Testimony whereof, I hereunto set my hand & affix the Consular Seal of my Office, in Cadiz, the 14th day of August, 1799. & of the

Independence of the U.S. the twenty fourth.

(signed) Josef Yznardy.

Washington City, May 30th 1822.

The foregoing translation on six pages of the adjoined document in French on four pages — the condemnation of Ship Rufus, at Cadiz; in 1799 — faithfully translated

by John M Baker

[SDA. Spol. Cl. SC, 1819, Vol. 80.]

[10 July 1799]

A reprint from the "Star" a London paper of July 18, 1799, concerning the Ship Planter's encounter with a French Privateer

Copy of a letter from captain John Watts, of the American ship

Planter, dated off Dover, July 15th.

I sailed from Hampton Roads, June 18, in company with the ship Merchant, loaded by J. Brown, of Richmond, and consigned to Lamb and Younger, London, bound for your place. We outsailing her much, lost sight of her the same day. Nothing particular occurred for 24 days; but when in the lat. of 29, 2, and long. 17, 30, on the 10 of July, at 2 P. M. espied a lofty ship to the southward, in chase of us.

By her appearance we were all fully convinced she was an enemy, and being likewise certain we could not outsail her, at 4 P. M. had all ready for action, down all small sails, up courses, spread boarding, nettings, &c. At half past 5, P. M. we packed our main top sail, and laid by for her; all hands giving three cheers; she then bore down under our starboard quarter, fired one gun into us, and shewed National colours; we found her to be a privateer of 22 guns, twelves, nines, and sixes, with small arms in the tops, and full of men. We immediately rounded to, and gave her a broad-side, which commenced the action on both sides; the first broadside we received cut away all our halyards, top sheets and braces, and killed three men on the quarter deck. We kept up a constant fire for two glasses and a half, when she sheered off to repair damages, and in about one glass returned to board us, with the bloody flag hoisted; we were all in readiness to receive him, got our broadsides to bear upon him, and poured in our tengrige and grape shot with great success. A heavy fire kept up on both sides for three glasses this second time, in all, the engagement continued for 5 glasses; at last he found we would not give out, and night coming on, sheered off and stood to the south-west. His loss no doubt was considerable, as the last 2 glasses were so nigh each other, and our well directed fire must have done great damage. My brave ship's company acted with a degree of cool and undaunted courage which no doubt does credit to the I cannot help mentioning the good conduct of my passengers during the action: Mr. M'Kennon, and Mr. Hodgson, with small arms, stood to their quarters with a degree of noble spirit; my two lady passengers, Mrs. M'Dowell and Miss Mary Harley, kept conveying the cartrdges from the magazine to the deck, and were very attentive to the wounded, both during and after the action, in dressing their wounds, and administering every comfort the ship could afford, in which we were nowise deficient for a merchant ship.

When she sheered off, saw him heaving the dead bodies overboard in abundance. Our ship is damaged in the hull; one twelve pound shot under the starboard cat-head, splintered the sides much; one double headed shot thro' the long boats; sails, rigging, spars, pro-

digiously injured.

I here give you a list of the killed and wounded.

KILLED.

John Leech, Samuel Hubman, William Johnston, William Chester.

WOUNDED.

W. M'Kennon, passenger. Daniel Comb, 2d mate. D. Gordon, seaman. Henry Mason, do. William Bagnate, do. John Baron, do. Goodwin Hill, do. John Brown, do.

The force of the *Planter* was twelve 9 pounders, and six 6 pounders—43 men.

[LC, Phila. "Claypoole's American Daily Advertiser", 18 September 1799.]

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

[PHILADELPHIA]
Navy Department 10 July 1799

NEHEMIAH HUBBARD Jun! Esq!

Sir I have received your letter of the 7th Inst and greatly lament

the unfortunate occurrence which is the subject of it —

It is not in my power at so great a distance from the scene to give any advice or Instructions which would be of any material service in your attempts to raise the *Connecticut* but assure myself that no exertion of skill or Enterprize will be omitted to accomplish as speedily as possible so desireable an object — I will however remark that I have heard it suggested that the floating of a Vessel in shallow water has been greatly facilitated by a number of Casks filled with water & connected together by ropes which pass under the body of the Vessel & then pumping the Water out of the Casks —

I have directed a Remittance of Ten thousand Dollars to meet the demands made on you as Agent — In your advances to M^r Overton you will be guided by your own discretion — No doubt the misfortune which has occurred will render more than the stipulated

advances necessary ---

I am Sir with great Respect & [NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA]
Navy Department 10 July 1799

Mess^r, J. & Ebenezar Watson

New York —

Gentlemen The Brig Richmond Lieut Speake will want provisions

& possibly some stores —

I have desired the Commanding officer to apply to you for what may be wanted which be so good as to furnish without delay, as I want to get the Vessel off in three or four days — The time of her men expires in November, her Cruize therefore can be but a short one, Yet I want her to take all the Provisions she can to supply should she have more than she can consume Vessels in the Islands — If the Purser should call on you for 1000 Dollars or a less sum please furnish it — I have the honor to be

Sir Yrs &c

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

Extract from Journal of the U.S. Ship Merrimack, Captain Moses Brown, U.S. Navy, commanding, Wednesday, 10 July 1799

Begins with fresh breezes & cloudy

Employ'd turning to Wind

at 6 P M Grandterre bore E by S 7 leag*

Reef'd the Topsails

Middle part Squally took in & made sail as necessary at 11½ A M saw a sail at Mer^{dn} exchang'd Signals, She proved to be an English Frigate

Latter part Do Weather

[HS of Old ewbury, NMass., NDA photostat.]

Extract from Journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Montezuma, 10 July 1799

[Port Royal, Jamaica.] Proceed to sea, with several American Vessels under Convoy

(Viz) — Brig Esparanza, Thomas M°Intire Mas* For Charleston Brig Polly & Betsey, John Tyler — "Norfolk Brig Nonperiel, Mills Reddish "Norfolk Brig Sally, Thomas Cushman "Baltimore"

Brig Sally, Thomas Cushman Schooner Industry Geo. Monk

" Charleston

[NA.]

To Captain Hugh G. Campbell, of U. S. R. C. Brig. Eagle, from Secretary of the Navy

[Philadelphia]
Navy Department 11th July 1799

Captain Hugh G CAMPBELL

of Brig Eagle -

SIR I have this day received a letter from M^r Bauden Jun^r who represents himself as an officer on board one of the French Privateers captured by you, and says his Commission was deposited with you — As it has been thought necessary to order the Commissions to be produced in order to obtain the privelidge of parole, you will be pleased to transmit Mr. Baudens to this Departm[†] if in your possession, or give such information on the subject of his Commission as you may be possessed of.

I am Sir

Yr obedt Servt

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

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

[PHILADELPHIA.]
Navy Department 11th, July 1799

J. BISPHAM ESQUIRE

Sheriff of Burlington County

Sir You will be pleased to furnish the French officers at Burlington who are upon parole with the rations allowed by Law or with the price of them in Money —

I am Sir

Yr obed Serv!

Jo - PARROTT

By order of the Sec^y of the Navy,

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

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

[PHILADELPHIA.]

Navy Department 11th July 1799

EDWARD GARRIGUES Esq[†]

President of the Board of Health

SIR It is represented to me by M Tilly one of the French Officers brought in by the Ship *Harmony*, that in conseq^e of the quarantine

Law the Baggage of himself and Fellow Prisoners were detained at the Lazaretto — The time required by this Law having elapsed these prisoners are desirous to obtain their Baggage — I have therefore the honor to request that the Board of Health will give Such directions in this case as they may think proper

I Have the Honor to be Sir Y! obed! Serv!

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

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

Begins with fresh Breezes & cloudy the Norfolk in comp? at 3 P M saw a Sail to the Eastward, running down at 4 boarded her, the Danish Ship Caroline from Copenhagen bound to S¹ Croix & S¹ Thomas's 49 days out Hall⁴ our wind to the S & E⁴ at 6 Guadaloup Bore S W B S dist 5 leag* — Reef'd the topsails

Mid. part Do wind & weather

at 5 AM saw Deseada — SSE 7 leag! Dist Latter part fresh breezes & flying Clouds —

[Latitude Observed 16.54 N]

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

To President John Adams from Secretary of the Navy

[Philadelphia]
Navy Department 12 July 1799

JOHN ADAMS Esq.

President of the U.S.

SIR I am honored with your letter of the 5th Inst inclosing the letters from Captain Talbott — I cannot express the mortification they have given me — I fear Captain Talbott has not met with much candour, in his Intercourse with the World or he would not have urged as one of his reasons for declining the Service a suspicion of my want of Confidence in him, directly in the teeth of my whole Correspondence with him, & the uniform opinion I have constantly delivered of him whenever his name has been mentioned.

Indeed nothing but a strong conviction of his worth could justify

the infinite pains I have taken to retain him in the Service —

I now do myself the honor to lay before you all the letters which have passed between him and me on the Subject of his rank — This I should have done before but I saw that an early descision of the question of Rank would deprive the Service of either Talbott or Truxton, and I hoped that after having been a little while in the Service and after acquiring some Glory & when time & Circumstances had a little blunted the edge of his feelings, that Talbott might bring himself to submit to a decision against him and in the mean time I had determined to take every step consistent with the Good of the Service to save him from the mortification of being subjected to the Command of Truxton, a circumstance indeed which I hoped might always be avoided.

If it had been possible to have avoided sending him a Commission I would not have done it but I supposed it improper that he should go to Sea without a Commission and I could find no Trace of his having ever received one — I could only send him one to rank from his last appointment with a letter saying expressly that it was not to affect his claim to Superior rank, but that, that point must rest as his correspondence & mine had placed it to be determined by the President — This I cannot think a violation of the terms upon which he agreed to take the Constitution, nor do I think that this is the proper time for him to decline the Command of her —

I never understood that Talbott expected your determination as to the rank, would be made before he proceeded to Sea, Had this been understood the stipulation that he was not to receive orders from any Officer besides Barry & Nicholson would have been unnecessary. But since no good can be produced by delay if You Sir can make up your mind on a view of the Papers enclosed which contain every thing I can say on the Subject, the determination might as well be made at once — If it should be in Truxtons favor Talbott I presume will

decline, if in Talbotts — Truxton will quit the Service —

It is a consolation however to know that the safety of the United States depends not on the services of those two Gentlemen — Good

Men will not be wanting to serve their Country —

I mention not with a view to influence Your judgement for indeed I am not partial to Truxton, at the expense of Talbott, but lest you should desire to know that, I have laid the whole of this Business before the heads of Departments and the Attorney General before he went to Virginia and that all concurred with me in opinion that the Act of Selection in 1796 of the three Officers to be continued in the Service had settled the Question of Rank. That the three Officers then deranged because the Laws would no longer admit the Continuance of Six were as completely out of the Service, as if they had never been in it, and can now derive no Title to Rank but from their appointment in 1798.

In 1798 you were under no obligation to appoint either Talbott,

Dele or Sever

If either had turned out to be a worthless character, he might have been neglected with great propriety and it would have required

no Act of dismission to have kept him out of the Service —

M! Wolcott and M! M! Henry mention that in 1798 when the Second Nomination was made of Talbott, Dale & Sever, this subject was discussed with M! Tracy and other Senators who at first saw no occasion for the nomination, as these Gentlemen had been before appointed, but that upon a reference to the Acts of Congress to provide a Naval Armament and the Supplement to that Act, they concurred in the propriety & necessity of the measure—

I have the Honor to be &

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

To President John Adams from Secretary of the Navy

[Philadelphia]
Navy Department 12th July 1799

JOHN ADAMS Esq!
President of the US—

SIR If Captain Talbot persists in declining the Command of the Constitution I presume Cap^t Sever will be quite adequate to that serv-

ice — For my own part I have thought very highly of him from his correspondence & Captain Murray informs me that there was hardly a Vessel in our service where better discipline was kept up, than in the *Herald* which he attributed in a great degree to the regulations Sever had established while he had the Command —

Preeble I believe to be a very able officer, but he is young in Commission, yet if you prefer him I see no objection to his taking the Command of the Constitution for the present Cruize, at the end of it

it would be necessary to exchange him for an older Captain

As the officer commanding so fine a Ship ought to have a separate Command with many vessels under him, this could not be the Case with Preeble, but no inconvenience could be experienced during the

contemplated cruize as he would have to act only with Barry

If Sever takes the Command I suppose he could retain it — so much delay will be occasioned by the Change of the Captain, that it will be difficult to get the ship to Norfolk so soon as the expedition from thence ough to Commence to afford a prospect of the return of the Ships in full time to prepare for Winter operations in the West Indies — Every days delay will add to the risk —

As I do not know what arrangements you may have made about a Commander I can attempt none further than the Suggestions I have already made, I will take the liberty to add that any Captain You think proper to order on this Service may take the Instructions which Talbot has received & proceed as quickly as possible to Norfolk — On the subject of Lieut, I enclose a List of all about Boston now in the Constitution & in the Power of the Commander to call into service standing on the list in which they Rank — Cordis I hope will not be called on — L, Beale I think ought not to be employed in that Ship Lieu, [space] of the Herald by this time I presume at Boston is said to be an excellent Officer — The Commanding officer surely can select one of these four or five Lieut, fit for the Constitution.

I have the Honor to be Sir Y: &:

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

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

[Philadelphia]
Navy Department 12th July 1799

To Daniel M^eNeile Esq^e of Ship Portsmouth —

Sir — I have ordered the Scammel Lieut! Comm! M Fernald to proceed immediately to the Coast of Surinam & to act under Your directions —

With this Vessel and the *Portsmouth* I hope you will be able to give compleat protection to our Commerce on that Coast — I shall if practicable send another Vessel to join you but on this you are not to calculate with certainty — Much is expected from your activity and Enterprize on which the President greatly relies — I shall endeavor to send you provisions before your present Stock is exhausted but should they not arrive in time you can obtain a temporary supply from the Consul at Surinam —

I inclose you some News papers which will give you the News of the day to which I have nothing to add —

I have the honor to be Sir

Yrs &c.

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

To Captain Hugh G. Campbell, of U. S. R. C. Brig Eagle, from Secretary of the Navy

[Philadelphia]
Navy Department 12 July 1799

Capt Hugh G. Campbell Brig Eagle. —

New Castle Delaware —

Sir Lieut Latimer a very good officer is appointed your first Lieut! — I shall immediately set him to recruiting & he will soon get 30 or 40 Men with which he shall proceed to join you — These I suppose will be as many as you will want independant of those of your old Crew who will be willing to enter again.

I fix on the 25th Inst for your sailing but if you sail sooner it will be a new proof that I did you injustice last Year in supposing you

might have got sooner to sea -

As to a Sailing Master it will be difficult to get one for you here—Get one if you can & let me know immediately whether you can succeed— Will not the person you mention as second Lieu[†] answer for a Sailing Master? If not & you persist in wanting him for a 2^q Lieu[‡] he may be appointed— I think you said you could find room for only two Midshipmen— Have you got them—

I have the Honor to be

&с

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

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

[PHILADELPHIA]
Navy Department 12 July 1799

Capt Samuel Nicholson

SIR You will be pleased to proceed to the Eastern Shore of Maryland & contract for the Keels & Kelsons of the two 74 Gun Ships to be built at Boston & Portsmouth — It will be best to contract with one person for the whole — to be delivered at one Landing — I will not be particular as to price &c trusting to your own good knowledge & discretion on this Subject.

Fix the time when those articles shall be delivered at the Landing —

I have the Honor to be Sir

Yrs &c.

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

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

[PHILADELPHIA]
Navy Department 12th July 1799

Lieu[‡] John Latimer

SIR Herewith you will receive your Commission as Lieutenant in the Navy — You are intended at present for the Brig Eagle which

vessel not being manned you will immediately open a rendezvous and exert yourself to engage 20 able Seamen & 20 ordinary Seamen and [space] Boys all to be entered to serve one year from the Brigs first weighing Anchor on a cruize

Able Seamen you will allow 17 Dollars pt month ordinary Seamen & Boys from 5 to 14 dollars according to merit — You will enter none but sound & healthy persons & use no indirect or forcible means to

induce them to enter into the Service -

You may allow two months advance but previously take care to obtain sufficient security to resort to in the event of desertion — The recruits are to give their Security agreeably to a form enclosed for that purpose — You have inclosed Shipping paper Pay Roll & you will keep a regular account of the name & station of each recruit together with a discription of the person so that he may be identified at any future period — Monies will be supplied you & you will be allowed two Dollars for each recruit in full for every expence but that of provisioning the Men & transporting them to the Brig — You will immediately on breaking up your rendezvous return your Account & Vouchers to W^m Winder Esq^r for settlement —

I have the honor to be Sir Yours &c.

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

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

[Philadelphia]
Navy Department 12th July 1799

Mess^{r,} J. & Ebenezar Watson New York

SIR Lieu! Watson has recruited a number of men for the *Insurgente* at Norfolk Captain Murray, it will save Expence & risk if those men can be sent in the Revenue Cutter. — I hope this can be done through your influence with the Collector, if it cannot be so good as to assist L! Watson in hiring a Vessel to carry them on to Norfolk — 60 or 70 Men will be enough to carry with him — L! Watson has been furnished with money — Should he want not exceeding One thousand Dollars more be pleased to supply him. —

I am Gent.

Y' obed. Serv'

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

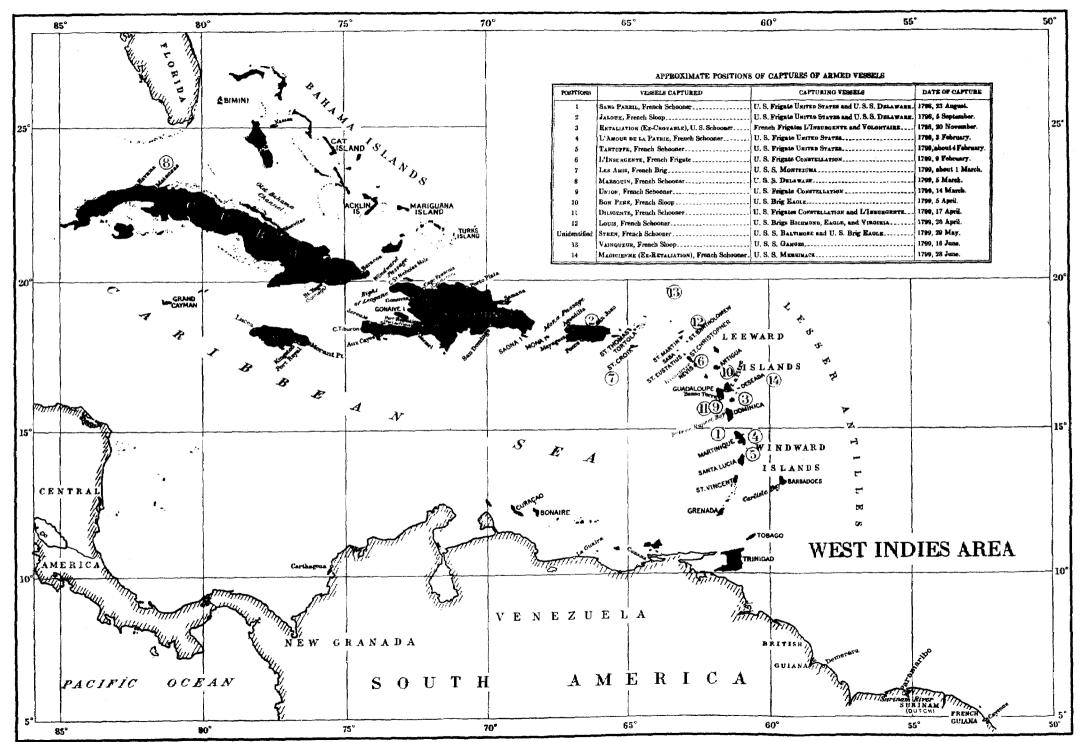
Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Friday, 12 July 1799

Begins with fresh breezes & Hazey employ'd turning to windward in Comp, with the Brig Norfolk at 6 P M Deseada bore S S E 4 leagues Reef'd the topsails & hall'd up the Courses—

Middle part squally with rain at 6 AM saw a sail under our lee Made sail for her at ½ past 6 spoke her the U. S. Ship Ganges Thomas Tingy Esq! Commander hall'd our wind in Comp! with the Ship & Brig — Latter part steady breezes & pleas!

Latitude Observed 16.52 N.

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



Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. Montezuma, 12 July 1799

Moderate breezes and Pleasant

Point Morant bore N.B.E. 2 leagues Distant Sounded every hour during the night, No bottom —

Brought to and boarded a Spanish Schooner from Maracabo, bound to Jamaica.

N. E. Point of Jamaica West, 10 leagues

To President John Adams from Secretary of the Navy

[Philadelphia]
Navy Department 13 July 1799

John Adams Esq!
President of US.

SIR I am honored with your letter of the 8th Inst — Having sent by yesterday mail all the papers relating to Talbott claim of rank — I will not add further on that subject — If Talbott will not continue in the Constitution, Sever I would risk my life would be found equal to the command of her — I am sorry for the prejudices which prevail against him which arise in part from his efforts to introduce proper discipline on board of the Herald & his not pursuing so far as he might have done a French Privateer of Superior force, which I have no doubt proceeded from a knowledge of & of consequence a total want of confidence in his own Vessel the Herald whose Guns in a heavy sea as was the case would have been totally useless — The men on board who are always for fighting clamoured & the officers spoke of the circumstances at Boston — Admiral Nelson if his understanding is equal to his bravery would have pursued the very course that Sever did

I think Sir if you find another Capt necessary for the Constitution if you will order Sever on board & let it be known that your determination is irrevocable every thing will go right — In this case Sever ought to Select his Officers out of those in Commission & if he wished it one or two Lieu¹⁹ of his choosing should be Commissioned — If he carrys five or six Lieu¹⁹ it will be the better — They will learn discipline under a man of his order and regularity — I have just rec⁹ Letters from Tingey at S⁵ Kitts — He has captured a privateer of 8 Guns & 85 men & a Sch. (American) carrying on illicit Trade — I will by next mail send the Letters —

I have the honor to be

Sir Yra

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

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

[PHILADELPHIA]
Navy Department 13 July 1799

Captain Thomas Tingey
West Indies

Sir Referring to mine of the 22⁴ June I have nothing very particular to say to you by this Conveyance. The *Delaware* Captain Baker who is to place himself under your Command — Under Convoy of this Vessel I meant to send you provisions, but so many Vessels have

returned that I do not suppose you can be in want — I cannot however well judge on this subject & would send you some under convoy of the Delaware but I cannot procure a Vessel. — The Delaware however is loaded & if you want take some from her I will send you some by the next Vessel I send to you which will be quickly — In the interim you will if necessary get supplies in the Islands getting a little at a time — The Vessels which have returned should have left provisions behind bringing back only enough to bring them home — This is a regulation of Common Sense Pray attend to it should the case occur under your command — I send you News papers - You will see by the Presidents Proclamations that intercourse is opened with two Ports in Saint Domingo — Our Vessels will flock there in great numbers — It must be your business for some time longer to keep the Privateers of Guadeloupe in their own Ports if possible — I have sent the George Washington Fletcher & the Boston Little to Cape Francois & shall soon send others - A McNeill in the Portsmouth is at Surinam — The Scammel of 12 Guns sailed yesterday to join him — At the Havana there is the General Greene & two Brigs of 12 & 16 Guns — I am this moment favored with yours of the 26 & 28 ulto. — I congratulate you on your prize, and entirely approve as will the President, of your conduct to the Merchant vessels no clamor will injure you — I have not time to say more than that I am sorry that you should be on a Station where the elements are more to be dreaded than the Enemy, but the post of danger is the Post of Honor — When you return you shall have a Frigate —

I am with great Esteem — D^r Sir Your most obed. Serv[‡] [NDA. OSW, Vol. 2, 1799.]

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

[PHILADELPHIA]
Navy Department 13 July 1799

Captain Alexander Murray

SIR M^r Barton of W^mburg has been appointed a Lieu^t in the Navy & has been ordered on board the *Insurgente* — His Comⁿ is of old date, next comes M^r Watson, then M^r Wells & you have a Comⁿ for M^r King which you will give to him or not as you find him qualified on your arrival at Norfolk —

You have Midshipmen enough should you have too many try to get some of them on board of the *Baltimore* — As to the Lieu^t should you not take King take any other person you approve —

On the subject of other officers I will send you a Surgeon and a Surgeons Mate, all others you must appoint yourself Send me their names & they shall have Commissions but if there should not be time to get their Com^{ng} to them before sailing they must for the present act under your appointment in which they shall be confirmed—

I will send you powder from Baltimore, not knowing whether that on board of the Ship is good Every thing else you must get at Norfolk & let me know early how many months provisions you carry.

I have the Honor to be

Sir

Yours

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

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

[PHILADELPHIA]
Navy Department 13th July 1799

Captain Thomas Baker Ship Delaware —

Sir Herewith you will receive Your Commission as Captain in the Navy, also a Commission for Samuel Anderson your Surgeons Mate, Warrants for George Williams Boatswain, William Furerall [Furrall] Gunner & John H Swimms — Carpenter

I have the Honor to be

Sir

Your obed Serv

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

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

[PHILADELPHIA]
Navy Department 13th July 1799

Capt Thomas Baker Ship Delaware

SIR M! Crispin will deliver your dispatches & the Ship being now ready, I hope there will not be a moments delay in getting to Sea —

Your purser has not yet delivered in his accie to the Accountant — You must not wait for him — nor must you receive him on board until he delivers in his accounts — If he has not done this, when you are ready, proceed without him, & let the Stewart who I understand is qualified act as Purser.

I am Sir &c.

[NDA. OSW, Vol. 2, 1979.]

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

[Philadelphia]
Navy Department 13th July 1799

Captain Thomas BAKER

Ship Delaware —

Sir Herewith you will receive your Instructions for your Government on a Cruize, and also such Acts of Congress as require your attention — It is intended that you should join Captain Tingey of the Ganges in the Neighbourhood of Guadaloupe and to cruize under his command — For this purpose you will proceed immediately to Sea taking such vessels as may be ready under your Convoy to Martinico or any of the Islands not much out of your Course to Prince Ruperts Bay in Dominica or Bassaterre in S^t Kitts, at one or another of which places Captain Tingey will rendezvous.

Should you not be able to fall in with Captain Tingey you will place yourself under the Command of any other officer of Superior rank to yourself whom you may meet with on the Guadaloupe Station, but if you can find no such Officer you are then to assume the Command of all inferior to yourself — you may fall in with and keep them cruizing under your Command in the vicinity of Guadaloupe

until further orders — Should you meet with no public Ships at all belonging to the United States you are still to remain on the Guadaloupe Station & do all in your power to Capture the French Privateers & to protect our Commerce from their depradations.

Altho I am thus particular, still I rely that you will find Captain

Tingey on the Guadaloupe Station.

I have the honor to be

Sir

Your obedient Serv[‡]

Enclosed circulars of the 29th Dec⁷ 16 Jan⁷ & 12th March — & the one of "I have the honor to enclose y⁷ authority &c. See page 162 [Circular to Captains dated 27 June 1799].

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

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

[PHILADELPHIA]
Navy Department 13th July 1799

GEORGE LITTLE Esquire Com^T of the Boston

Sir I have received your letter of the 9 Inst I am sorry to see the probability of your detention longer than my calculations; — Neither the want of Marines nor Sailors nor any other circumstance must delay the Sailing of the Boston after the receipt of this letter — The number of Men & officers you have on board are quite sufficient to authorize sailing immediately — British Vessels of equal force with the Boston often cruize with fewer men than you now have —

I am Sir with respect

Yrs &c.

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

To Secretary of State from Robert Liston, Envoy Extraordinary of Great Britain to United States

New York 13 July 1799 —

Private.

DEAR SIR, Your obliging letter dated the 11th in the morning has but just reached my hands.

A thousand thanks for your publick news. It is an important

confirmation of what is contained in the papers.

General Maitland's long Dispatches are not arrived.

Enclosed is a copy of the one you had the goodness to forward to me under your cover, — by which I learn, with astonishment, that D' Stevens has so far misunderstood our arrangements as to think that it was the Ports of America, not the stipulated ports of St. Domingo that were to be opened on the 1⁸¹ of August.

All I conceive it to be in my power to do is to write to the Admiral on the Jamaica Station, with a view to prevent his molesting your vessels on a supposition that they are navigating contrary to Law and at the same time to request him to do every thing he can to prevent

the bad consequences of the blunder.

I take the liberty of enclosing my Letter to you, in the idea that you will find an early opportunity of forwarding it. I will send other Copies another time. The departure of the Post puts it out of my power to-day.

Be so good as to seal the Letter, after you have read it.

I beg you will be assured of the perfect regard & attachment of Your most obedient &

faithful

humble Servant

R. LISTON.

P. S. I venture to trouble with two Duplicates also to Admiral Parker.

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

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

Begins with Steady breezes and pleasant the Ganges & Norfolk in Comp? at 4 P M Point Chateaux bore S by E 6 leagues — hove too the Commodore & Cap! of the Norfolk came onboard at 8 the Comm? & Cap! went onboard made sail at 9 Reef'd topsails

Mid. part Ŝqually with rain took in Sail as occasion requir'd at 10 A M saw a strange sail made sail for her at ½ past 10 Exchang'd Signals with her — an English frigate. — took in light sails.

Ends pleasant

[Latitude Observed 16'54° N.]

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship Montezuma, 13 July 1799

Weather, Clear and moderate —
Saw a fleet to Leeward, standing to the N, ward Cape Tiberoon
bearing E½ S., 15 leagues distant — Moderate & clear.
Exercised the Ships Company at Great guns, & small arms —

[NA.]

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

Begins with moderate breezes & pleasant weather the Ganges & Norfolk in company at 6 P M Reef'd topsails, Grand Cape bearing W by N 6 leagues Deseada S E 4 leagues

Middle part Do wind & Weather at 6 A M Deseada bore S ½ E 3 leagues

Latter part moderate & pleasant

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship Montezuma, 14 July 1799

Pleasant & Clear weather —

Saw a sail on our Starboard bow, fired at her & brought her to — Found her to be the Schooner *Betsey*, of and from Charleston, bound for Kingston, out 16 days, Andrew Tuttle Master, who favoured us with some News Papers —

[NA.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]
Navy Department 15 July 1799

JOHN ADAMS Esq!

President of the United States

Sir I now do myself the honor to enclose you letters from Captain Tingey, who appears to be a judicious, attentive Active officer — I

wish his Commission was of older date —

The Merrimack Captain Brown must have joined him very soon after the date of his last Letter She might have joined him before — The Pickering sailed from New York to join him the 27 June & the Delaware is now proceeding down the Delaware for that Station also — These five Vessels will be enough to keep in check the Privateers of Guadeloupe until we can send more — The Scammel has sailed from hence to join MoNeill at Surinam & as soon as the Insurgente can be got from Norfolk which I hope will be by the 10th August she will be sent to Cayenne, to assist in keeping in port the Privateers from that The George Washington Fletcher will be at Cape Francois in full time to protect our trade to Saint Domingo — the Boston I hoped might also be got there by the 1st August, but I find by late letters that she will be delayed longer than my expectations, grounded on the information of the Committee & the Captain — The Eagle of 14 Guns is at New Castle — & the Richmond of 16 Guns at New York — The Richmond will be out this week & the Eagle next — I think one must go to Saint Domingo & the other to Guadeloupe — The Baltimore is at Norfolk & must undergo some repairs & get a new Crew before she can sail again —

The Herald must be at Boston before this as she is totally unfit for the Service & is calculated for nothing but to spend money & ruin the reputation of her officers. I have instructed M[†] Higginson to sell her & am Sending a very fine Brig from Norfolk to take her

Military Stores & Officers

I fear the delay of the Constitution may retard till too late, the enterprize to the Coast of France & Spain — I have been so much disappointed in my calculation on the Ship building in Connecticut the Adams at New York & the two Baltimore Ships that I cant venture another conjecture when they will Sail — The General Greene & the two Brigs from Charleston still remain at the Havana — The John Adams Capt Cross at Charleston is recruiting but I have no information when she will be at Sea — I have the honor to be with the highest respect,

Sir

Your most obed. Servi

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

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

[Philadelphia]
Navy Department 15 July 1799.

Capt RICHARD V. MORRIS Ship Adams — N York

Sin — You will make such arrangements to commence recruiting a Crew for the Frigate Adams under your Command as to have her Complement completed by the time she is ready for a Cruize — You are allowed (besides officers of Marines and 25 privates which will be supplied you by the Major of Marines & Your Comm⁴ & petty officers the latter of which you will appoint) not exceeding One hundred and fifty two Men & Boys, Of this number you will recruit not exceeding sixty able Seamen the residue to consist of ordinary Seamen & Boys — It is our best policy to create Seamen — You are therefore at liberty to increase the proportion of ordinary Seamen & Boys & lessen the proportion of able Seamen so as not to exceed the above limitation of 152 — I think it would be found for the Good of the

Service if you were to do so.

Able Seamen you will allow 17 Dollars pr month — Ordinary Seamen & Boys from 5 to 14 Dollars according to merit, all to be entered to serve one year from the ships first weighing Anchor on a Your recruiting officers must be careful to enter none but sound and healthy Persons and that no indirect or forcible means be used to induce them to enter into the Service — If you find that you are obliged to advance the two months pay before the recruits are got on board you will be carefull to obtain responsible security to resort to in the event of desertion. — You will have a regular account kept of the name, & station of each recruit together with a description of his person and his usual place of residence as that he may be identified at any future period. - Every man entered must take an oath agreeably to the form you will receive herewith - I enclose you Blank forms of a Shipping paper & Bond, wherein the name, station and pay of each person on board must be entered - It will be necessary to avoid confusion that this Business be executed with the utmost exactness -

Eight thousand dollars will be remitted you, & you must advance your recruiting officers, who will settle their accounts with you — They will be allowed besides their pay & rations two Dollars for each recruit, in full for every Expense of attesting Ribbon Punch & in short every expence but that of provisioning the men enlisted at a distant port — & in such cases the unavoidable Expence for their Conveyance to other Ship but they must observe the utmost oconomy for extravagant Charges for those expenditures will not be allowed & no charge will be allowed without a proper Voucher to support it —

Prior to Sailing you will be pleased to transmit your Acc! & Vouchers to William Winder Esq! Account of the Navy for Settlement —

I have the honor to be

Sir.

Your Ob⁴ Serv[†] [NDA. OSW, Vol. 2, 1799.]

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

[PHILADELPHIA]
Navy Department 15 July 1799

Capt ALEXANDER MURRAY
Norfolk Virginia

Sir: I have desired Lieut Watson to proceed to Norfolk as soon as he can make up 70 or 80 Men and to arrive there in 12 days from this time. I have directed a camboose to be sent you from Newbury port which I hope you will get in less than three weeks — I have ordered powder enough from Baltimore for the *Insurgente* which you may take or keep what is on board — the quality of which has been questioned & you will do well to try it before you depend on it — From hence I have ordered the Medicine Chest, Glasses & Colours — I have no doubt with the aid of Watsons men from New York you will immediately get your Crew and I calculate that you will be ready for your orders by the 5 August at latest —

I have the honor to be

Sir-

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

To Joseph Howland, Navy Agent, Norwich, Conn., from Secretary of the Navy

[PHILADELPHIA]
Navy Department 15 July 1799.

Joseph Howland Esq.

Sir I am honored with your letter of the 8th Inst— I have directed a remittance of Ten thousand Dollars to be made you— The price you have fixed upon for the Timber I have no doubt is equitable— The Ship not being yet ready to receive the inferior officers I wish to avoid the unnecessary expense which would be incurred by appointing them at present and the disgrace of having a number of unemployed officers in the Country— I shall however thank you [to] recommend such characters as will do credit to the Service— They must not be men who come forward merely because they have no other employment— I do not know a better name for the Ship than the Trumbull when she may be called.

I have the honor to be Sir

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

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

[Philadelphia]
Navy Department 15 July 1799

Mess^r James & Ebenezar Watson New York

Sir I have to request that you will be pleased to deliver to Captain John Adams the six Guns lately belonging to the Cutter [Governor] Jay if in your possession —

I have the honor to be Gentlemen.

Your most obed Serv

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

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

[Philadelphia]
Navy Department 15 July 1799

Mess^r Stephen Higginson & Co Bosto

GENTLEMEN I have been so much engaged of late that it has not

been in my power to write to you as frequently as I wished —

I am exceedingly disappointed and mortified at the delay of the Boston which I expected would have been at Saint Domingo by the first of August, but I am more particularly mortified at the detention of the Constitution which I fear will frustrate an European enterprize which I had planned for her but still hope that the present Commander will make up his mind to go in her or that another will be put on board in time for the object — I have always thought highly of Capt Talbot & have taken infinite pains to retain him in the service I have urged the President to put Sever on board at once if Talbot declines & to let it be known that this determination is irrevocable — Seever I am satisfied notwithstanding the prejudices at Boston will prove to be one of our best men — The Herald a Vessel that can neither sail nor fight would ruin the reputation of the bravest man —

I hope the *Herald* is with you, that the men are discharged, the Military Stores & Guns taken out of her & the Vessel offering for

Sale —

I expect the Brig from Norfolk to take her place will be with you as soon as this letter.

I have the honor to be Gentlemen Y' obed. Serv' [NDA. GLB, Vol. 2, 1799.]

[15 July 1799]

Extract from log book of Merchant Schooner Margaret, from Nassau, brought to by Spanish Brig, arrived at Charleston

Monday July 15, at 4 P. M. was brought too by a Spanish brig, which at a distance shewed English colours, but drawing close to us, and finding us to be a merchantman, hauled down the English and hoisted Spanish colours; ordered us to hoist out our boat, but finding us a long time about it, sent their own on board, ordered our colours to be immediately struck, and sent the captain and all hands, excepting the mate, on board the brig, leaving two officers and four men on board our schooner; after which they fell to breaking open our chests. trunks and lockers, and plundering us of whatever they pleased, taking our papers and letters from us, together with nineteen hundred dollars the property of Mr. John Teasdale, and Kirk and Lukens, merchants, of Charleston; they then manned the schooner with five men and a prize master, and sealed up the papers, with an intention of taking her to some port; but after keeping us in possession four hours, they consulted with each other, and finding our foremast to be nearly gone, they took from us our quadrants, books and boat, and a quantity of our fruit and turtle, presents sent to gentlemen in Charleston, together with the chief of our wearing apparel, telling the captain he

might go on board with his people and proceed on his voyage, with many hearty curses for the little plunder they obtained; — At 9, P. M. made sail to our first destined port."

[LC, "Massachusetts Mercury", August 9, 1799.]

Extract from journal of the U. S. Ship Merimack. Captain Moses Brown, U. S. Navy, commanding, Monday, 15 July 1799

Begins with pleasant weather employ'd turning to Wind^q the Ship & Brig in comp^y at 5 PM saw a sail gave chase at 8 P M lost

sight of her & took in sail.

Middle part Squally at 10 AM saw a sail to South⁴ gave chase at 11 saw a Danish Schooner to wind⁴ gave her a gun the *Norfolk* spoke her. continued chasing the other which was a small shooner fir'd 2 shott at her at Mer⁴ gave over chase the Schooner being close in Shore — Grand Cape bearing S b E 3 Miles.

Ends pleasant

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship Monlezuma, 15 July 1799

Light & variable winds for the first Part -

Fresh winds ---

Saw a sail, to which we made signals, and were immediately answered. Spoke a British Frigate Wind blowing fresh did not learn her name At 8 Cumberland Harbour bore N. by E. distant 3 leagues. [NA.]

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

[PHILADELPHIA]
Navy Department 16 July 1799.

Capt Samuel Barron

Norfolk ---

Sir I have already written you that you were to command the Frigate building at Norfolk You will be pleased to give immediately the requisite attention to her, inspect every part of the proceedings respecting her & suffer no extravagance nor no imposition on the Public — Enquire & ascertain the state & quality of the rigging &

sails preparing her & write me frequently how she goes on.

The Baltimore is to be commanded by M^I Cooper [Cowper] Master & Comm^{dt}. — I find from M^I Pennock she wants a great deal of repairs which surprizes me — I pray you to judge & let me know accurately what repairs are necessary — These must be made as quickly as possible but no more must be attempted & that no more may be attempted let it be known that you have written me what you approve of as essential — The Men I hope can be discharged & paid off — if not [yet done] let it be done immediately — If new men have been engaged as they cannot be wanted before the Vessel is repaired, they must be turned over to the Insurgente & some must be kept in the Baltimore but such as can be employed, she can soon get men when she is ready to receive them and all unnecessary Expense must be carefully avoided — Norfolk is found to be the most expensive of

our ports which if not corrected will operate to its injury — M^t Pennock is an active man — an excellent quality in an Agent — but I fear he is not so oconomical as he might be. The Purser will have full time to come to the seat of Government to settle his accounts by the time the men are discharged & paid off. Let him come as soon as he can —

I have the honor to be Sir

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

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

[PHILADELPHIA]
Navy Department 16 July 1799

ALEXANDER MURRAY Esq. Norfolk Virginia.

Sir On the Arrival of the Baltimore at Norfolk, Captain Samuel Barron received instructions to discharge such of his Crew as had but little time to serve & immediately to recruit a new one — These orders were given under the expectation that the Baltimore would not stand in want of such repairs as would occasion delay. I have since however been informed that it will be some time before she can be fitted for Sea and presuming that some progress has been made in recruiting men for her who would be idle and expensive during the Repairs of the Ship I have to request that you will take such recruits into the Insurgente, provided it is your opinion that they cannot be left on board the Baltimore with advantage & oconomy—

I have the Honor to be Sir —

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

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 16 July 1799

Lieu^t Josias M. Speake Brig *Richmond* — N York

Sir I yesterday received your Letter of 12 Inst & am much pleased to hear that you will be ready to sail on this day — Presuming however that you will not be compleatly fitted for Sea so soon as you expected — I shall not send on your sailing orders till the day after tomorrow, In the mean time I expect you will procure every thing that is absolutely necessary for a cruize from Mess. J & E. Watson & hold yourself ready to proceed to Sea the moment you receive your orders — You will inform me by Letter what sum of Money you wish transmitted to Maryland to which I shall attend — With your orders you will receive an explanation of your situation with respect to your pay & command — It is possible you may be removed to another vessel, but you will act as if you were certain of going in the Richmond—

I have the honor to be —

Sir

Y' obed Servi

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

To Lieutenant James P. Watson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 16 July 1799

Lieu[‡] J. P. Watson

Sin — You will rec[‡] in all including those you have already obtained 70 or 80 Men, able & ordinary Seamen, the more able Seamen the better and proceed with them to Norfolk as early as possible & get them in 12 days if practicable — You will shew this Letter to Mess[‡] J & E Watson who will furnish you with any money which may be necessary to pay the Advances & Expenses of those men in addition to the 3000 Dollars you have received — You will transmit your accounts from Norfolk if you have not time to prepare them at New York

I am Sir with respect Y' Obed' Serv'

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

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

[Philadelphia]
Navy Department 16 July 1799

John Bispham Esq!
Sheriff of Burlington County

Sir Having ascertained that M[†] Bauden sr. Commanded the Privateer Captured by the Eagle Cap[†] Campbell You will be pleased to grant M[†] Bauden the same privilidges of parole which have been granted to other French Officers —

I am Sir

Your obed. Serv[‡]

By order of the Sec, of the Navy

J. PARROTT.

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

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

Begins with fresh breezes & pleasant Weather at 2 PM saw a sail to the Eastward gave chase at ½ past 3 Spoke her a Danish Brig from Altona bound to S[‡] Thomas', at 6 D^o Grand Cape bore S by W Dist 4 leagues at 7 Reef'd topsails

Middle part fresh Breezes & cloudy at 8 A M Deseada bore S E

dist 5 leagues

Latter part Do weather

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship Montezuma, 16 July 1799

Pleasant weather, attended with light breezes — Wind increased —

Plying to windward, saw a strange sail —

INA.

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

[PHILADELPHIA]
Navy Department 17 July 1799

Captain RICH[‡] V. MORRIS

Frigate Adams N York

SIR You will receive herewith your recruiting Instructions — I rely with confidence on your taking the most prompt and decisive steps to man the Adams and to complete her in all respects for a cruize I much fear the fever will again visit New York, and let your own opinion on this point be what it may, you will act as if you were certain of its appearance in New York early in August — I have written by this mail to the Mess¹⁵ Watsons who will second your efforts by every exertion within their power — The Delay of the Adams has already been a source of severe mortification to me, & it will be disgraceful to all concerned should any casualty delay her till Winter —

I have the honor to be

Sir —

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

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

[PHILADELPHIA]
Navy Department 17 July 1799

Captain John Rodgers

Ship Maryland Baltimore —

Sir, The Maryland will be allowed -

2 Lieutenants, one Lieu[†] of Marines, 1 Sailing Master 1 Surgeon, 1 Surgeons Mate, 1 Purser, 1 Boatswain, 1 Gunner, 1 Carpenter, 1 Sail Maker and 6 or 8 Midshipmen

These are all the Commissioned & Warrant Officers —

Petty Officers — 2 Masters Mates, 1 Capt Clerk, 1 Cook, 1 Steward, 1 Cooper, 2 Boatswains mates, One Carpenters Mate, 1 Master at Arms, 6 Quarter Gunners — One Armourer —

I have the Honor to be

Sir

Your obed. Serv[‡]

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

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

[PHILADELPHIA]
Navy Department 17 July 1799

JEREMIAH YELLOT Esq[‡]
Raltimore -

Sir From all the information I have received, all the Ships we have purchased carry their Guns so low as to be useless in blowing

Weather -

Captain Murray tells me that he has frequently chased in the Montezuma, without a hope of firing from his Gun Deck & that his

dependance was on his Muskets — The Baltimore has the same fault & some of our New Ships are less formidable from the same cause, I wish you would do all in your power at this late hour to prevent this defect in the two ships at Baltimore. — Captain Rodgers I find thinks the Guns will be too low in the Maryland — Two very good officers who have commanded the Herald, have lost their reputation with the people of Boston for not chasing when it was impossible for the ship to fire a Gun — they lay so low & the Wind blowing the not a storm — I have the honor to be

Sir

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

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

[Philadelphia.]
Navy Department 17 July 1799

Mess^{ra} J. & E. Watson

New York -

Gentlemen. Although I sincerely wish your City may escape the scourge which afflicted it last Summer, Yet I beg that you would direct your arrangements for the Adams in the same manner you would do if you were sure the Fever would attack you early in August— It will be a reflection on New York, on all concerned there & on me if the Adams should be delayed till Winter— An Event I fear not improbable without great exertions— I have sent on the Captains recruiting Instructions— I hope he can get men quickly & that by the time he can get them every thing else will be ready— I have the Honor to be

Gentlemen

Your obed. Serv!

B. S. BENJAMIN STODDERT

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

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

[Philadelphia]
N Department 17 July 1799

NEHEMIAH HUBBARD Esq!

Middletown Connecticut -

SIR I have received your Letter of the 13 Inst — As the accident which befel the *Connecticut* appears to have arisen from misfortune as much as from the fault of M^r Overton, the loss and damage sustained in the rigging will be borne by the Public, tho from the Contracts it would fall on M^r Overton — The Expense incurred in raising the Vessel will be defrayed by M^r Overton —

I have the Honor to be Sir

Y! obed. Serv!

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

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

[Philadelphia]
Navy Department 17 July 1799

Mess^r Stephen Higginson & C⁹
Boston —

GENTLEMEN I am honored with yours of the 10th — There is due Will^m Poor on the Pay Roll 14 8/100 D^{re} which be so good as to pay — When Seamen are discharged on Account of infirmity at ports distant from their homes it is but just the I believe not Legal that they should be allowed their expences home.

In all cases coming under my notice I have so directed it, but to get clear of the difficulty in passing the Acco¹⁸, I have directed their names to be borne on the Muster Roll for another month or for a longer time — This is not the right regulation, nor do I know

what would be - Any Rule would be liable to great abuse -

I believe every Individual case must be acted upon and be determined on its own merits — If you can have W^m Poors real & unavoidable expences ascertained from his discharge to the time of getting home and will pay the Acco[†] I will take care to have it passed

to your Credit —

I fear from late Letters that Captain Little is still at Boston. I calculated on his sailing the 10th — I dread that havoc will be made among our Merchant Vessels to Saint Domingo. The George Washington is the only vessel certainly gone there — Little I hoped would also arrive by the 1st August — I wrote him two days ago to go at all Events with the Men he had, I fear he will meet with no force equal to the Boston half manned — Should the difficulties about Capt^{ng} be got over with respect to the Constitution, I hope that vessel will not be detained for men

I have ordered marines from N York by Water

I have the Honor to be Gentlemen

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

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

Begins with fresh breezes & pleasant weather employ'd beating to wind Ganges & Norfolk in Comp, at 6 PM Antigua bore West 5 leagues

Middle part fresh breezes & cloudy Deseada S S E 1/2 E 5 leagues

Latter part Do Wind & Weather & some rain [Latitude Observed 16.39 N.]

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship Montezuma, 17 July 1799

Light winds —

Saw a sail to windward -

Discovered 2 sail to windward standing for us — Prepared to receive them. The one proved to be his Majesty's Brig. *Pelican*, mounting 16, 32 Pound Carronades, & 2, 12 Pounders — the other a prize to her, taken, bound into Cape Francois —

[NA.]

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

[PHILADELPHIA]
Navy Department 18th July 1799

Captain Truxton
New York

D! SIR, By Letters from Speake I perceive that the Richmond is ready for Sea. I wish'd to have sent her Sailing orders to day but wait the arrival of tomorrows mail to ascertain whether young Talbot whom I intended should Command the Richmond has come to New York— The Vessel cannot wait for him and upon the whole I believe it will be better to let Speake continue his command this Cruize which will only be between 3 & 4 months— Surinam will be the destination of the Richmond— Speake informs me that he wants a Lieu^t, you can supply him with one of your young ones, which I wish you would do—

I hear nothing from Boston to enable me to judge on what day the

Constitution will sail, or under whose command —

I have the Honor to be — [NDA. OSW, Vol. 2, 1799.]

To Captain Hugh G. Campbell, of U. S. R. C. Brig Eagle, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 18 July 1799

Captain Hugh G. Campbell Brig Eagle New Castle

Sir — I cannot conceive the reason why I do not hear from you. I have ordered down Beef, Pork & Bread & your Sails, and have ordered the Lieu! to proceed with the 40 Men he has obtained for you — I do not doubt you will readily make up at New Castle, the residue & that you will be ready to sail on Sunday — I shall however delay till Monday sending on your cruizing orders, but the moment you receive them, you must sail, and you must make your arrangements accordingly.

A Vessel is loading here with provisions for you to convoy to Saint Kitts — She will go down on Sunday — Have all your Accounts

prepared to send up before you go -

I have the honor to be [NDA. OSW, Vol. 2, 1799.]

To James S. Cox, President of Insurance Company of Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 18 July 1799

JAMES S. Cox Esquire

President Insurance Co — Pennsylvania

Sir I am honored with your letter of this day — I thank you for the intelligence it contains which however I cannot believe to be true — A French Privateer would have sunk Captain Macey & taken his Crew on board to prevent intelligence. This at least seems probable — I shall however act as if I was certain of the Intelligence — A Brig of 16 Guns at New York ready for Sea I have ordered to pursue this privateer without a moments delay and I have sent an Express after Captain Baker to do the same — The Scammel only got out of the Delaware two or three days ago — This perhaps might be the Vessel seen by Cap! Macey — Cap! Barry is on the Coast but is to the Southward, and I expect the Constitution must have left Boston for Norfolk 3 or 4 days ago —

I have the honor to be

Sir

Yr obed. Servt

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

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 18 July 1799

Lieu^t Comm^t Josias M. Speake Brig *Richmond* N. York —

Sir Enclosed are the Instructions to govern your conduct on a Cruize — I did not intend to send them till tomorrow but I have this moment received information that there is a French Privateer on the Coast which spoke a vessel just arrived here to the Northward of Little Egg Harbour — You must sail instantly in pursuit of this Vessel — Gain information of her if you can from Vessels on the Coast and if you can hear tidings of her pursue her till you overtake & capture her — Should you be able to hear nothing you will then cruize off & on the Coast a few leagues from Land and sometimes near in Saint Marys our Southern extremity & thence back again to New York, taking care to scour the Coast well — When you get back to New York you will receive further Instructions.

I have the honor to be

Sir

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

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 18 July 1799

Lieu[†] Comm[‡] SPEAKE

Brig Richmond N York —

Sir — I have received your Letter of the 17 Inst and have requested Mess^r, J & E Wattson to advance you any sum not exceeding

One thousand Dollars which you will distribute among your Crew as you may think proper — I shall attend to your request that a remittance of Five hundred dollars be made to Alexandria — I have requested Captain Truxton to furnish you with a Lieu[†] which I expect he will do on your application —

I have the honor to be

Sir —

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

To Captain Hugh G. Campbell, of U. S. R. C. Brig Eagle, from Secretary of the Navy

[PHILADELPHIA]
Navy Departm^t 18 July 1799

Captain Hugh G. Campbell Brig Eagle — New Castle

Sir — I have this day received information that a French privateer of 16 Guns is on our Coast & the other day boarded a Schooner off Little Egg Harbour — I fear you are not in readiness to go in pursuit of this Vessel but wish you to be so as expeditiously as possible — Should you be prepared you will go in search of her immediately and cruize for three or four days — If in this time you hear nothing of her you will return into Port and complete your Equipment —

I have the honor to be

Sir

Your obed Serv! ---

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

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

[PHILADELPHIA]
Navy Department 18 July 1799

Captain Thomas Baker Ship Delaware —

Sir I this moment hear that there is a French Schooner of 16. 6 Pounders on the Coast that two days ago she spoke a Vessel off Egg Harbour rather to the Northward of it — Use your utmost efforts to fall in with & Capture this Vessel — If you can hear of her pursue her till you overtake — If you can hear nothing of her after two or three days cruize, You will then proceed on your Voyage as heretofore directed — Loose not a moment in getting to Sea. The Vessels you were to convoy you can leave in the Delaware until you return —

I have the honor to be

Sir

Your obed Serv!

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

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

Barracks near Fort Moultrie
July 18, 1799

Maj: W. W. Burrows

SIR After a very tedious passage of 25 days I have arrived at this place, where the men are pleasantly situated for the present; the frigate is not ready to receive them — the S. Carolina has sailed with L^t Hall as also has the G¹ [Pinckney]: I have placed myself under the Command of Capt. Cross who commands the frigate. [John Adams.]

I have been obliged to buy provision upon the passage, which obliges me to give a draft upon you for 100 dollars, passage money to her. I have a little settled myself & men Shall write particularly.

I Shall be very much obliged for Orders how I am to act. Write by

Land, as the Conveyance by water will be very long.

We suffered a great deal on the passage, All Hands on a Biscuit for

the 24 hours.

The Baker in Ph* put up my bread hot: so that it spoiled in a few days & for which he ought not to be paid.

I am most respectfully Yo: Ob: Servt:

DYRE S WYNKOOP

Lieut of Marines.

Note Fort Moultrie is on Sullivan's Island

D.S.W.

Note I got some provision of Capt. Platt, but as he can't let me know the price, shan't draw on you till he fixes the price.

D.S.W.

[MCA. LR, 1799.]

Extracts from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Thursday, 18 July 1799

Begins with fresh breezes, & cloudy with rain Squalls at 7 P M Deseada bore S S E 5 leagues Middle part D^o Weather at 8 A M Deseada bore South 2 leagues Latter Part Squally; the Ganges & Norfolk in Comp^o [HS of Old Newbury, Mass., NDA photostat.]

To Captain Hugh G. Campbell, of U. S. R. C. Brig. Eagle, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 19 July 1799

Captain Hugh G. Campbell

of the Eagle New Castle

Sir The alarm of the French Privateer proves to be without foundation — You will therefore proceed in preparing yourself for the West Indies — A Vessel with provisions to go under your convoy will be down by Sunday, by which time your Lieu^t and the remaining

Men to be got here will join you & I hope you will then be ready to proceed on the Voyage —

I have the honor to be

Sir — —

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

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

[PHILADELPHIA]
N Department 19 July 1799

Captain Thomas Baker Ship Delaware —

SIR By information received to day it appears that the account of a French Privateer on the Coast was a false alarm — You will then proceed agreeably to your orders before received without going after the French Privateer, But as there is a Vessel loaded here to go to Cap[‡] Tingey on public Account, You may remain at New Castle, should this Letter find you there until you are joined by the Provision Vessel which will be tomorrow or next day — This Vessel you must take under your convoy and see her safe to Dominica or S[‡] Kitts at whichever place you may meet with Cap Tingey —

I am Sir

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

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

[Philadelphia]
Navy Department 19th July 1799

Captain Thomas Truxton

SIR Enclosed I send copy of Speaks Sailing orders — I wrote him yesterday to proceed after a Privateer which it was reported had been seen near Egg Harbour It turns out to be a false alarm — If he has proceeded after spending a few days after the Privateer, he was ordered to Saint Marys and back and in any event it is probable you will fall in with him, In which case you will direct him how to proceed to give most satisfaction to the Southern People, who are alarmed the without reason —

I have ordered to be sent you four [space] Wynkoops Ventilators which may be useful in clearing your Ship of foul Air. Barry speaks well of them but in large Ships they are said to require the

aid of manual Labour.

I have the Honor to be Sir

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

To Officer Commanding U. S. Frigate Constellation in the absence of Captain Thomas Truxtun U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 19 July 1799

The Officer Commanding the Frigate Constellation in the absence of Captain Truxton —

Sir . . . I this morning received a Letter from New York of which the following is an Extract

"Our Health Physician represented to me that an infectious "disease brought from the West Indies has existed and still "exists on board the Frigate Constellation — that the Lieu! who "commands in the absence of Captain Truxton disregards all the "Quarantine Laws and keeps open a free communication with "his Vessel, thereby exposing the health of the Citizens — He "is a man of warm temper & may colour strongly but his state-"ment is probably not without foundation. The intention is "not that this go to you as Complaint but as the ground of some "Instructions to the Commander to acquiesce in the necessary "precautions." —

I sincerely hope, this representation has no foundation in fact— It would be extremely mortifying that the health of any City should be endangered by Navy Officers under any circumstances, more particularly so when it is done in violation of the Laws and the President strictly enjoins it on all the Officers of the Navy to pay the most scrupulous attention to the Health Law at every port where

they may arrive -

I have the Honor to be

Sir

Yr obed Serv

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

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[Philadelphia]
Navy Department 19th July 1799

Lieut. Josias M Speake Brig Richmond New York —

Sir I sent on yesterday the Instructions to govern your conduct on a cruize with a Letter directing you to proceed instantly after a French privateer which it was said had been spoken with near Egg Harbour — I find this was a false alarm — If therefore this should find you at New York instead of going in search of a Privateer about Egg Harbour, you will proceed from New York to Saint Marys river being our Southern Extremity, cruizing off and on the Coast all the way for French privateers and shewing yourself off Charleston Harbour, off Savanna, off Saint Marys, just long enough to let it be known that you are on the coast — When you arrive at Saint Marys you will pursue & capture any French Vessels which you may understand have gone up that river should you hear of any such — From Saint Marys you will cruize back along the coast as far as the Chesapeake & thence back again to Saint Marys, and in this manner you will employ yourself until you fall in with the Constellation Commodore Truxton whose orders you will then pursue —

As to your pay you will be allowed 50 Drs pr month & one ration

As to your pay you will be allowed 50 Dr, pr month & one ration extra while you continue in the command of the Richmond This allowance will commence from March last when the Act of Congress passed increasing the pay of Officers under particular Cirumstances —

I have the honor to be

Sir

Y' obed Serv

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

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

[Philadelphia]
Navy Department 19 July 1799

Captain Thomas Tingey
West Indies —

SIR The Delaware has been so long detained, that I expect she will take under her convoy a provision Vessell bill of Lading & Invoice enclosed in another Letter — If any articles now sent be likely to spoil before they are wanted be pleased to direct them to be sold such as the Vessels do not immediately take on board you will have stored for future use — If this Vessel should go under convoy of the Delaware I shall not soon send another Vessel to join you, having no monies [?] to spare, but if the Delaware should be gone before this vessel can be got ready, in that case I shall send her under convoy of the Eagle — Cap! Campbell with orders to join you, but in this last event you must send the Delaware if you judge you can spare her which I hope may be the case to Surrinam to join the Portsmouth Menical

You can order the *Delaware* to make for Cayenne & cruize down to Surinam — This you will understand is to be only in the event of your being joined by the *Eagle* & not then unless you can safely spare her —

I have the Honor to be

Sir —

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

To General Alexander Hamilton, New York, from Secretary of the Navy

[Philadelphia]
Navy Department 19 July 1799

General Hamilton
New York ---

Dear Sir I have directed the Commanding Officer of the Constellation to conform strictly to the health Regulations of the City — I shall deem it unpardonable conduct if he has not already done so — I very much fear that Talbot after all will not go out in the Constitution or if he should that Truxton will quit the Service — This avarice of Rank in the infancy of our Service is the Devil — What think you of an early introduction of this principle in the Navy Service — I presume not to meddle with the Land — That the President may appoint if he pleases a Lieu to Command the oldest Captains on any particular Enterprize — I ask not this in Levity but for your serious opinion — I have thought for some time of getting Truxton & some other Cap of most understanding to go on a Cruize under the Command of a younger officer — Something like this or the British practice of laying by indifferent men on half pay must be adopted — or the best concerted plans will be ruined in the Execution.

I have the Honor to be

Dr Sir

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

[19 and 22 July 1799]

Protest of L. Stephenson, Captain of the Schooner Sally concerning her captures by French Privateers Republicaine, Quane Vengeaur, and Furieus, and British Schooner Lord St. Vincent

By this Public Instrument of Protest be it made known & manifest unto all whom these presents shall come or may in any wise concern that on the 17 day of August on the Year of our Lord 1799 & of the Independence of the U. S. of America the twenty fourth before me Joseph Yznardy Pro-Consul for said U. S. personally appear'd Luther Stephenson Master Ahubel Canningham Mate, Ebenezer Briant Seaman & Sharp Coloman Cook belonging to the American Schooner Sally of Boston (the property of Mess¹⁸ Cobb Boardman & Sawyer of said City) who being duly sworn according to law each speaking for himself jointly & severally Declare in manner & to the effect

following (that is to say)

That they the appearers & Deponents sailed in & with the said Schooner Sally from Boston on thursday the 23 day of May last with a cargo of staves, Rice, Pork, Beef & Cocoa bound for Cadiz, that said Schooner was then light staunch & strong & well & sufficiently equipped & provided in all respects for the performance of the said Voyage on which they proceeded with various Winds & weather until friday the 19 July when in the morning of said day they made the land in the Latte of Cadiz & at midday discovered two privateers on their weather beam pulling down on them with their sweeps (it being nearly calm) hoist their colors & fired a gun which they returned & after exchanging several shots & finding it impossible either to resist or escape hauld their Colors & struck to them that the people of said Privateers came on board to the number of eleven armed men taking forcible possession of the Vessel & papers & directed their course for St Lucar, said privateers proved to be the Republican of two twelve & four four pounders & the Quane Vengeaur of equal force — Three hours after the Schooner Lord St Vincent belonging to Lord St Vincent fleet retook them & took all the french except the Prize Master out & put on board a new prize Master & Dispatches for Lord St Vincent & orders to proceed to Gibralt! That on the morning of the 20th of the same month off the mouth of the Streights they experienced a gale of Wind to the Eastward which prevented their making any progress on the intended rout but obliged them to close reef their Canvas — falling to leeward. On the 21st Cape Trafalgar bore E.S.E. distant 4 leagues saw 5 Privateers chase a bark out of the streights & captured her just to Windward of them, they gave chase & seeing no hopes of escaping they stood down for four Spanish frigates (that were laying off & on) for protection & kept alongside of them until dark the Privateers not attempting to capture them under the lee of said frigates but stood in Shore the latter part of this day there was moderate breezes to the S.W. & stood for the mouth of the Streights again -

On the 22 at 6 P. M. (Cape Trafalgar bearing south 3 leagues) the french Privateer called the *Furieus* of 6 Guns & 30 Men pulled down on them with her sweeps (it being nearly calm) & commenced a cannonade with her two bow Guns which she kept up for half an hour the Deponents keeping on their course having little or no Wind but not seeing the most distant prospect of resisting so superior

a force or escaping hauld down their Colors when they immediately took possession of the aforesaid Schooner Sally & papers in a forcible & unlawful manner conducting her into the Port of Algeciras where they moord the said Schooner Sally — keeping the Cap, & crew prisoners until the 25 of the said month when they were taken on Shore before a Notary Publick & took their Declarations respecting the aforementioned particulars when said Luther Stephenson then & there regularly noted a protest as appears by the copy thereof in his possession & the papers of said Vessel being sent to the french Consulate of this City for investigation & decision of the legality of the Prize said Stephenson came here to presence & inspect the business when Vessel & Cargo was condemned by said french Consul as per copy of the Sentence delivered the Capt against which Sentence he wish'd to appeal to the Superior Tribunal at Nantes but in consequence of said Schooner being armed, an appeal would not be admitted by said Consul. In consequence of all which they the appearers & deponents do hereby for themselves & all others interested or concern'd in said Schooner Sally & Cargo Protest in the most ample & extensive manner & by these presents doth Solemnly Protest against the sundry french Privateers their Captains & owners & against the french Consul & french Republic for the Sentence given & not admiting the appeal & against all others whom it doth or may directly or indirectly concern for all damages losses detentions &c* sustained or that hereafter may be sustained by them & all others Interested or concerned in said Schooner & Cargo & also against the incidents of the Sea previous to their Capture declaring that nothing on their part or remainder of the Crew was omitted for the preservation of both Vessel & Cargo & the appearers make this declaration & protest to evince the premises to serve & avail in time & place convenient & for remedy & redress in due course of law reserving always the liberty of extending this protest in case of need -

This done Sworn Declared & protested in my presence day & year

first written -

Sign'd L. Stephenson
Shubel Canningham
EBENEZER BRIANT
his
SHARP X COLIMAN
mark

I Joseph Yznardy Pro Consul aforesaid —

Do hereby Certify that the foregoing is a true & faithful Copy of its original Register'd in the Consular Book of this office & the Signatures annexed said Original of L. Stephenson Shubel Cunningham Ebenezer Briant & Sharp Coleman are respectively their true & lawful ones—

In Testimony whereof I hereunto set may hand & Affix the Consular Seal of my Office in Cadiz this 7 day of September 1799 & of the Independence of the U. S. the Twenty fourth —

JOSEF YZNARDY

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

Begins with Cloudy Squally weather

at 1 P M the Norfolk Carried away her M Topmast, Tackd to the North⁴ & bore down to her the Cap^t went onboard to see if they wanted any assistance at 2 the Capt return'd, hall'd to the South the Ganges & Norfolk in Compy at 6 Deseada bore S b W ½ W Dist 4 leagues. Mid. part steady breezes & cloudy at 8 A M saw Dominico bearing West 10 leagues, boarded the

Schr Sally of Plymouth, from Savannah bound to Martinico 36

days out Enock Randall Master —

Latter part pleasant

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship Montezuma, 19 July 1799

Gentle gales —

Saw a schooner coming out from under the land of Heneaga which had every appearance of a Privateer Gave chace, but the wind favouring her, could not bring our guns to bear. waiting for the convoy. Seeing the Privateer come to anchor under the Island, and the wind favouring us made sail for her. She came out to us after seeing it impossible to evade us. She proved to be the British Cruiser Favourtie, from New Providence.
Saw Acklins Keys bearing N½ E. 5 leagues distant —

[NA.]

To Secretary of the Navy from President John Adams

Quincy July 20th 1799

Sir I have received your two favors of the 13th & 15th & thank you for the very satisfactory information you give me of our naval affairs, & your plans for future operations, which appear to me to be very judicious. I return Capt. Tingey's letters, which I esteem very much, & agree in wishing his commission was of an earlier date.

My resolution is irrevocable, that Talbot shall go in the Constitution. All things are setled, and nothing but contrary winds have prevented his being at sea from last monday. Beale & Knox stay at home — Hull Hamilton, Collins & Boss are the four lieutenants. — In point of merit & services there is not an officer in our Navy, who can bear any comparison with Talbot, as I will ere long convince you.

SECRETARY OF THE NAVY

[NDA Photostat.]

To Captain John Barry, U. S. Navy, from John Leamy [?]

PHILADELPHIA July 20th 1799

DEAR SIR Herewith I hand you a letter from MIB Barry & at same time have the pleasure to inform you your Family are all well. -Since your departure Capt Nicholson has been here & called upon me with a Certificate from his Frigates Agent stating the value of his Prize, who I shewed him amounted within very few Pounds of your Prize in who he claimed a part & thus the business will ballance — He is gone to Maryland & on his return I shall give him a Certificate accordingly. Capt Truxton has alloo been here & is returned to New York — It is reported 50 or 60 of his men have been taken down with a Prison Fever & landed on Staten Island where they are recovering. I understand he is to Command in the West Indies & that you with the Constitution & others are going to the Coast of Europe, I therefore conclude you will not touch at Teneriffe or I would send a letter for my worthy Friend James Barry Esqt— You will no doubt have heard of the French, Spanish & British Fleets having entered the Mediterranean where serious work must be expected.—

I have the satisfaction to inform you of the safe arrival yesterday of my ship, John from the River of Plate full loaded & all in good health — being what occurs worth communicating I beg to hear from you before your departure, meantime I sincerely wish you

health & a successfull Cruize & am truly Dear Sir! Your most ob' & hble S'

JOHN LEAMY [?]

[Barry P. Barnes Col. NHSC, NYHS.]

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

[PHILADELPHIA]
Navy Department 20 July 1799

THOMAS TRUXTON Esq!
Com! of Frigate Constellation New York —

D' Sir I am honored with your Letter of the 19th — The difficulty with respect to the Insurgente men receiving Prize Money did not originate with me — I knew nothing about it until M' Biddle told me Judge Peters had so determined I will see M' Biddle and do all I can to get the Business settled right — I will attend to your observation, about the Ship at New York — I sent you on yesterday 4 of Wynkoops Ventilators — I wish to have your opinion early whether they are usefull. I understand they require in Large Ships the aid of Manual Labor — M' Watson if I understand him right has bought 8-32 pound Carronades perhaps they will suit you better than the 24th but if suitable shot is not to be had at N York they cannot be had here without having them made which will take too much time — I wish young Talbot had arrived in time to take the Richmond — that Speake might have been sent to Barron — This however can be done on the return of the Richmond to New York

I bought carriages with the 24 lbs Carronades at New York. Would

not those carriages answer —

I have yet heard nothing further from Boston respecting the Constitution —

I have the honor to be Sir — [NDA. OSW, Vol. 2, 1799.]

To Captain Joseph Brown, of the Brig Fame, from Secretary of the Navy

[PHILADELPHIA]

Captain Joseph Brown

Brown Navy Department 20 July 1799 of Brig Fame —

SIR You will proceed down to New Castle and from thence with the Vessels which are to be convoyed by the *Delaware* Captain Baker or if they should have left New Castle follow them to Old Kiln Roads where you will put yourself under the convoy of the *Delaware* for Dominica or S¹ Kitts.

You will please to deliver the Letter directed to Capt Baker & the

two for Capt Tingey to Capt Baker —

I am Sir ---

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

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

[PHILADELPHIA]

Capt THOMAS BAKER Ship Delaware Navy Department 20 July 1799

Sir The Brig Fame Captain [Joseph] Brown is loaded with provision for our Vessels in the West Indies She is to discharge at Prince Ruperts Bay should our Vessels be in that harbour which you will be able to discover without going in — Not finding them there you are to proceed direct to S^t Kitts where the Vessel in that case will discharge her Cargo and M^t D Clarkson of Bassatere will receive it Should not Capt. Tingey be in that port to direct otherwise Make no delay —

Wishing you health and Success,

I am Sir

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

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

Curacao 20th July 1799

The Secy of State, for the U.S. of America

At Philadelphia.

Sir. Since my last, I have had the Honor to receive your favor of the 17th May Via N York, with a copy of yours of 21st June 1799— I am very happy that my letters have been received, & that you have communicated to the Secy of the Navy such parts of mine of the 13th March as I hope will induce him to order some vessels on this Station.—

I am now under the necessity of communicating some very disagreeable circumstances to you, which together with the venality & corruption of Government makes our situation in general very

hazzardous — & mine particularly so —

On the 24th Ulto an affray took place, begun by Persons appearing as French Sailors, between them & some American Sailors at a Dance House, the latter were dancing & the former interrupted them, & stop'd the Music, Blows ensued, the A. Sailors were overpowered and retreated to communicate to their Countrymen, who

to the amount of 30 or 40 — sallied to seek for, & chastise the aggressors — & having come up with them and others the affair was resumed with great heat. - The place was contiguous to places of Entertainment where some A. Captains were, who went to bring away their people as they said, when a Guard of Armed Burgers (Guard National) apprehended about 20 American Officers & Sailors & carried them to Jail, but not One Frenchman! — The next day a Council was called by the Governor & sentence was passed, that the Officers shall pay 500 Dollars each, & the Sailors punished. —

On this occasion the Officers & some American Merchants addressed the Governm'! & I remonstrated, copies of each I send you herewith The fine on the Officers has been enforced & paid, except in one instance, a poor Mate who we not consent to have the money paid; for said he I am not able to pay it, or do I ever expect to be — & will not make myself a Slave, he remains in Jail — I have received

In my Letter of 7th Ulto I informed you that Three, the last three Privateers belonging here were taken, this was the case, but two others have been fitted out & one is now fitting, their force as to Guns is trifling but they carry 60 to 80 People, & have begun their Career, the Ground they now Cruise on is under the Lee of Bon-Air — & have a Watch placed on High Land, who makes a Signal when any Vessel approaches, when they run far enough to see whether it be proper to chace or not, if not, they return to Anchor, other ground is near to Aruba. — Some of our Cruisers could really be well employed as already recommended the loss by capture since my last is.

Schooner Nautilus bound from New-York to Curacoa, & taken within 3 Leagues of Bon-Air_____ Drs 30,000 Sloop Abigail — bound from La Guayra to Alexandria taken near Isle Avis — Vessel & Cargo_____ 18,000

48,000

I send you a declaration made before me by those who survived of the Nautilus's Crew, The wounded Men are getting well fast except one, who I fear we shall lose, owing to a dreadful fracture in his head, & a disinclination of the patient to take medicine — Also a certificate signed by the most respectable Dutch Merchants respecting the Schooner Trois Amis — I preferred having the Signatures of Persons of their respectability, & who are well known in Holland, & I am persuaded that it will have weight there shou'd our Governm^t make a serious point of this Vile & bloody Transaction.

The Cargo of the Nautilus & the Abigail are discharged & the former's Cargo advertized for Sale, altho' they are not Condemned — The names of the Three pilot boats which I mentioned are

Schooner Hawke — Aranberg — of Baltimore $\mathbf{q}_{\boldsymbol{\delta}}$ Triumph — Mather Ditto of ďô of Ditto

Patriot — Manning Swallow — Mather of Ditto. — all sold by the different Captains to Henry Basden, a Burger of this place, they have been employed to Jacmel, — it is not in my power to throw any light on this Business, because it is transacted in his name tho' I am pursuaded not for his account —

Permit me to intrude one observation, on the present mode of Arming as practised by the American Merchantmen & to say, that it is extremely erroneous, & I conceive merits the Interference of the Legislature, I seldom find more than 2 Men to a Gun, & in the late instances there were no small arms — The Privateers by no means depend on fighting at long shot, but always endeavour to board, are well supplied with suitable Weapons & are crowded with people — I therefore conclude that the Americans w⁴ do well to meet them, if they cannot avoid it, in their own mode — of Fighting, & have their Vessels well protected with Boarding Nettings, they wou'd then have some chance & w⁴ not as in many cases, only supply the Enemy with Cannon &c.*

I have the Honour to be most respectfully

Sir

Your most Obed^t Serv^t

PS, I have just received the Register of the Schooner Fair Play of Baltimore who has been sold here, & I now inclose it — it is No 147 — & dated Baltimore the 24th May 1799 —

O — with Register Fairplay Per Traveller, Billups —

C Per Brig Address, Beverly. —

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

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

[PHILADELPHIA]
Navy Department 20 July 1799

W^m Pennock Esq^r
Norfolk —

Sir I am honored with your Letter of the 13th — I like your activity but on many occasions you are too prompt — Why send provisions to the *Insurgente* before there is any person to estimate for them or to receive them — Your provisions have been sometimes complained of — The Purser ought to be on board when they are delivered to see to the quality — The *Insurgente* I presume has received her Water at Norfolk to avoid the expense of Sending it to Hampton.

If this is not the Case pray inform me the reason as I want to know how far the intolerable Expence of watering our Vessels at Hampton

is unavoidable.

I see clearly if it cannot be avoided we shall be obliged to direct fewer Vessels to Norfolk — You say nothing about sending off the Brig. Augusta — What can detain her at Norfolk?

I have the honor to be

Sir

Yr obed. Serv!

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

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

[PHILADELPHIA]
Navy Department 20th July 1799

Mess^{rs} James & E. Watson New York —

Gentlemen — I am glad to hear the Ship Adams will get out even if you should be attacked by the Fever — I really believe it has disappeared here tho I am afraid it may revive again — You have done very right with the Copper — Why are Carriages to be made for the Carronades for Cap^{to} - Truxton? — Would not those bought with the Carronades answer — I will thank you if you would give me a sketch of the Carronades Shot mentioning the quantity of each kind you will have on hand from my purchase and from yours after Captain Truxton is supplied —

I am making arrangements to send Shot to different places -

also Guns and have not enough here —

I wish the Constellation may not remain too long in port for the Health of her Crew —

I have the Honor to be Gentlemen,

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

Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Saturday, 20 July 1799

Begins with moderate breezes and pleasant weather employ'd beating into Prince Ruperts bay in Compy with the Ganges & Norfolk at 3 P M came too in 11 faths water & Moor'd Ship

Middle part Do weather

Sent the Empty Water Casks onshore & filld them

Latter part pleasant Employ'd Painting the Ship, & Sundry jobs &c [HS of Old Newbury, Mass., NDA photostat.]

Extract from Journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship Montezuma, 20 July 1799

Weather Pleasant & winds light — Bird Island bore N. N. E. ½ E Fortune Island S. S. E. about 4 leagues distant.

Saw Watlings Island -

[NA.]

To Charles Biddle from Captain Thomas Truxtun, U. S. Navy

NEW YORK 21st July 1799

DEAR SIR The Boatswain of the Constellation I had Discharged at S' Christophers previous to the Capture of the L'Insurgente, there will consequently be only Eight instead of Nine Shares in that class with the Lieu' of Marines Surgeon &c. of the Prize money arising from the Insurgente, but John Wilson was afterwards taken from the Norfolk and was Boatswain on board the Constellation at the capture

& recapture of all the other Vessels you have a list of namely Union Diligente & Brothers - So that in the above class there will be nine to devide, instead of Eight for all the other Vessels except L'Insurgente.

I am Your Obed[§]

Servant -

THOMAS TRUXTUN

CHARLES BIDDLE Esq[‡] [NHSC, NYHS.]

Extract from journal of Ship Mary, Captain Gamaliel Bradford, Sunday 21 July 1799

[Left Malaga 10th July — and arrived at Gib. 18th]

at 1 oC pm got under weigh at Gibralter with wind at N. E. rigged out our spars and strung round our magic circle, stuffed our nettings, and got every thing clear for engaging as we had reason to expect to meet privateers in the gut - made all sail and stood over the Barbary side — 3 oC. sett in very foggy, and breeze increases — half past 4. saw Apes hill, but soon lost it again —

8. pm wind very fresh. reconed myself up with cape Spartel wind continues fresh all night — 2 Am Wind starts. South latter part wind light — inclining S. Westly

[Observe in Latt 35.50 N.]

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

Extract from journal of the U. S. Ship Merrimack. Captain Moses Brown, U. S. Navy, commanding, Sunday, 21 July 1799

[Prince Rupert Bay, Dominica.] Begins with pleasant weather all hands on Ships duty, took onboard 32 Casks of water & 6 Cord of

Middle Part light breezes & flying clouds at 6 A M unmoor'd Ship took onboard 6 Casks of water. all hands employ'd in getting Ready for Sea. at 11 A M got under way in Compy with the Ganges, left the Norfolk to Repair —

Ends pleasant

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

To Secretary of the Navy from President John Adams

Quincy July 22d 1799

Sir Inclosed is a recommendation from the Mayor & Alderman of New Haven, of David Phipps Esqr. to be a Captain in the navy. We shall not probably appoint more Captains till the Senate meets. I recommend to your consideration & enquiry, Samuel Tucker of Massachusetts as another candidate for the commission of Captain.

SECRETARY OF THE NAVY.

[NDA photostat.]

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

[PHILADELPHIA]
Navy Department 22 July 1799

Captain James Sever —
Portsmouth N Hampshire

Sir I am honored with your Letter of the 15 Inst. and am very glad to find that the Frigate is in so much forwardness — You were right to object to anchors unfit for the Frigate, what are still wanted of this article may be got from Ebenezar L Boyd of Boston who has some on hand belonging to the Public — They weigh 4500 Lbs — If Mr Sheaffe or yourself will write to him to forward to you the number wanted it will be immediately done — Let me know how many you require — I can give no directions as to the manner of equipping the Ship — That must be left to your own Judgement — every

thing essential must be had — unnecessary things avoided

I suppose she will stow water for 3 months & provisions for 6 months for 300 men — She ought to have provisions for at least six months and if she could take more it would be a desireable object — Water can be got any where yet she should have 3 months water and more if she can carry more with 6 months provisions — There are a number of Lieu¹ out of Employ at Boston, as soon as I know which of them go in the Constitution—I will take measures for turning over some of them to your Ship & will send on one from the Southward who is said to be a very clever fellow — It will be well for you to look out for a good sailing Master — whoever you recommend shall be named to the President

There being but few Officers in the Navy from New Hampshire, I wish you would get half a dozen well educated sprightly young men from that State as Midshipmen — You can take at least 12 Midshipmen & more if you please but some of those already appointed will be sent to you —

I have the honor to be

Sir

Your obd Ser.

I shall write you in a few days on the subject of recruiting men to assist in rigging the Ship.

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Edward Hall, (Junior), U. S. Marine Corps

New York July 224 1799

Maj' W. W. Burrows —

Sir I saw Cap, Speake of the Richmond yesterday, and enquired particularly the character of the Serjiant. he says he is capable of his duty, but requires a person over him & as Lt. Williams is on board he is contented to keep him. he expressed much surprise at your ordering his effective Marines on shore, they were enured to the West Indies and always healthy he did not wish to interfere with your department or he would certainly have kept them on board. I shew him the paragraph in your letter which satisfied him. Inclosed you have the Doctors report of them Serj OBrion stole a Miniture picture belonging to Serj Morrell & was detected.

Last Saturday I washed 14 Tents in Butter milk &c and believe it will have the desired affect, as they are almost as white as when they were new. Butter Milk is dear it took 58% Gallons to wash 14 tents which cost \$9.84 I can get more, but am afraid it is too expensive and shall wash the others in Soap Suds. Serjt Morrell is considerable in advance he wishes to know if he will not be allowed something for the Sword he has bought. I think he deserves it for he certainly did his duty when it was brok from the best information he killed Hubbs. The size, pay rolls &c will not be ready to forward by this day's mail. —

I forgot to mention that the Tents were full of Milldew spots so that it was impossible to wash them without dipping the whole in the milk

which requires more than you anticipated.

The ship Carpenters complain of the guards being taken from the Frigates. I observed that as soon as in my power they should be replaced. They do not think the Frigate safe —

Your Obt. Sert.

Edwd Hall Jung Lieut. Marines

I just received your of the 20th I told Lt. Clinch that I expected every day 20 men from Albany & if the Constellection would not sail in 5 or 6 days he could be supplied — that the public required 30 Men immeadeately at Boston he said Capt. Trexen expected the Marines were already on board and he had received orders that morning to call on me & take them on board. Lt. Williams was still more importunate. My situation was embarrassing & I was affraid at the time of not acting right, but rest assured I did every thing to the best of my knowledge I have sent Serj! Morrell to look for a vessel going immeadialy to Norfolk if there is none I will send Marvin & Hindsdale who are the best to you, without delay. They can not enlist the drummer & fifer on board the Richmond shall I send Gay & Windes if I do I shall be without any myself.

Edw⁴ Hall Jun

Lt. Marines

[MCA. LR, 1799.]

Extract from journal of Ship Mary, Captain Gamaliel Bradford, Monday, 22 July 1799

[from Gibraltar towards Boston]

Cloudy weather & light S W wind — Moderate all night

4 oC Am wind freshens and starts aft — set Stud^s sails — 8 oC. saw a sail on lee quarter, which come up fast —

10. saw a ship on weather bow. stand N W

[Latt Obs⁴ 35.58 N.]

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

Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding. Monday, 22 July 1799

Begins with moderate pleasant Weather at 6 P M the South Part of Dominico bore N E by E 3 leagues. Martinico S E 8 leagues took in top G[‡] sails at 8 Reef[‡] Topsails at 10 fell in with a fleet of American & English Merchantmen bound to S[‡] Christophers —

Middle part moderate lying off & on S[‡] Pierres. at 8 AM the Commodore went into S[‡] Pierres & orderid us to proceed with the fleet, took a Sloop in tow. at Mer^{¢n} Martinico bore E S E 5 leagues Latter part Moderate & pleasant

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

To Secretary of the Navy from President John Adams

Quincy, 23 July, 1799.

Sir, - It always gives me pain, when I find myself obliged to differ in opinion from any of the heads of department; but, as our understandings are not always in our own power, every man must judge for himself. In the case of Captain Talbot, I am perfectly clear. in my own mind, that he has been a captain in the navy of the United States from the time of his appointment, in 1794, to this hour; that a legal title, and an estate in his office, was then vested in him; and that he has never been divested of either. The suspension of his pay and subsistence was no deprivation of his office, any more than shaking off the apples is cutting down the tree. The principle is well known, and established in a multitude of cases. Sequestration of the uses and profits of lands or tenements, by the acts of the legislature, is not a destruction of the title, or a divestment of the estate. Suspensions of the functions, are no deprivation of the offices. Dukes of Norfolk, for ages, were disqualified to discharge their functions on account of their Catholic religion, yet they remained Dukes of Norfolk, and their titles and offices descended from generation to generation without any degradation of rank. President Washington made the distinction at the time, and, instead of discharging or dismissing Captain Talbot from his office, or annulling his appointment, only informed him that, in consequence of an act of Congress, his pay and subsistence must be suspended, or must cease for the present; but, at the same time, expressed his desire that he would still stand ready to engage again in the service when he should be called. Had President Washington continued in office, he might have given Talbot the command of a ship, and ordered him his pay and subsistence, without a fresh nomination to the Senate, and so might the successor to the office of President. Nothing can be inferred from my nomination of him, but my desire to give satisfaction to the Senate and the public. Had the Senate refused their advice and consent, I might have desisted from my intention of employing him; but the repetition of their consent is certainly no diminution of his title. But had Talbot been expressly dismissed, and his appointment annulled, for no fault, by President Washington, it would have made no alteration in my opinion. Talbot, upon being called into service again, ought to have his former rank, which he held under the same constitution of government, and in the same department of the public service.

Far be it from me to depreciate the merits, services, or talents of Captain Truxtun. I respect, I esteem, and, especially since his late glorious action, I love the man. His gallant behavior and splendid conquest of the *Insurgente* have won him laurels, which I hope he will live to wear for many years after I shall be no more. But this meritorious conduct makes no alteration in my judgment in the state of

this question. It is no more an argument for promoting him over Talbot, than it is for promoting him over the heads of Nicholson and Barry, which no man will advocate or propose. If he is to be promoted, as a reward for a great action, his promotion ought to be as impartial as possible to all other officers. One ought not to be singled out, as a

victim to be slighted and wounded alone.

It is impossible to finish this letter, without saying something of talents, services, and general merit. In all these points, in my opinion, Talbot will not suffer by a comparison with any naval officer in the service. Delicate as this subject is, I must hint at a few particulars, which appear not to be sufficiently known. Exploits of twenty years' age in history are little attended to by the present generation. Talbot's talents and services in civil life, as a representative in Congress, as an agent for the liberation of our seamen in the West Indies, and even in fitting out our ships lately, are of very respectable character; but his services, last war, far outweigh all the services which were ever performed by Truxtun, to the United States, during his whole life. should regret sincerely and extremely the loss of Captain Truxtun to the navy, and to the United States, and I confidently hope and believe he will not think of a resignation. But, if it must come to such a crisis, that I should be compelled to say which officer I would retain in the service, I should not hesitate a moment to say, it must be Talbot. Truxtun is a new man in the service of the United States. Talbot has served them very long.

There are two principles which produce a tenaciousness of rank. One is a sense of honor and consciousness of dignity, which cannot bear disgrace or degradation; the other is a selfish vanity and aspiring ambition, which is desirous of rising at any rate, and leaping over the heads of all others who are higher. Talbot is, in my opinion, undoubtedly in the first case, and I sincerely hope Truxtun will not prove himself in the last. Talbot cannot descend without disgrace, and loss of reputation, and confidence in the world. Truxtun stands on safe ground, and will lose no character or confidence by not rising. He has not even a colorable or plausible pretence for rising, whatever an unthinking, undiscriminating popularity may say. I will not be the

dupe of that popularity.

I promised you some hints of Talbot's services. In May 1775, he was elected a captain of a company by the legislature of Rhode Island, when he raised a full company, and marched to the camp near Boston, where he continued untill the enemy were driven away in 1776. He then marched with an army for New York; but upon his arrival at New London with the army, he was drafted with two hundred men to man Commodore Hopkins's squadron, which had just arrived there from a cruise. The draft was made to help the fleet, bound from New London to Newport, the better to defend the ships, in case they should fall in, as was expected, with two British twenty gun ships, cruising off Newport. The squadron arrived without seeing an enemy at Newport, when he left the fleet and embarked in a small vessel, with his soldiers, and landed in the city of New York.

In the course of the campaign of 1776, some fire ships were equipped at New York with the view of endeavoring to destroy the British fleet and army, lying then at a particular place. When they were ready for service, the Commander-in-chief sent for Talbot, and requested him to take charge of a combustible brig, to which he readily

consented, though it was considered so hazardous an undertaking that it was with great difficulty that others could be procured to command the rest. John Thomas, Talbot's ensign, followed his example, and took charge of a second, and was burned to death in the flames of his vessel. Talbot did not receive orders to execute the design of his ship, until three of the British ships of war moved up the North River, seven miles above the city. In the night preceding the battle of Haerlem, he received directions to run down upon the ships of war in the North River, and destroy them, if possible, which were promptly attempted to be put in execution an hour before daylight, by getting the fire ship under way, and running down and boarding the Asia on her starboard bow, when he set fire to her, and, with the greatest difficulty, made his escape through the flames into the boat, where his men had been placed to take him off. The fire ship was grappled to the Asia for some time; but, at length, by the activity, address, and intrepidity of British seamen, was disengaged, so that the Asia was not burned. But the attempt threw the ship's crew into such confusion, and alarmed them so much, that all the ships of war and their attendants in the North River cut and ran down to their old station, below the city. morning after this, the battle of Haerlem was fought, and as the enemy had not those ships to cover their left flank, as had been intended, Washington gained the advantage of that day. leaving the fire ship, Talbot made his escape to the Jersey shore in a boat, receiving the fire of all the ships as he passed them. through the flames, his clothes were all burned, and his body, too, to that degree that he did not see the light for fourteen days. Congress. on a representation of this service, thought proper to grant him a commission as major in the army of the United States, and to make him a grant of a sum of money as a compensation for the clothes which were burned on his back. Rapid promotions and splendid rewards were not so easily obtained in those days, you see, as they have been in some instances of late years.

At the latter end of the siege of Fort Mifflin, on Mud Island, which was always allowed to have been well defended, Talbot was second in command, and, in the afternoon previous to the evening of its evacuation, when the cannonade and fire of musketry were very severe, he received a musket ball through his left wrist, the pain of which must have been to most men insupportable; he bound it up, and continued at his post till sunset, when he was shot down by another ball, which entered near his left hip, and yet remains in his

left groin.

In 1778, at the battle of Rhode Island, under General Sullivan, he commanded in the light advanced corps, and commenced the action of that day in person; and such was his conduct during the battle, and activity in procuring boats for landing the army on the island, previous to the battle, that Sullivan mentioned him very honorably to Congress in the communication of the events of that expedition.

In the same year, after the expedition before alluded to, the British stationed a large galley in the passage between Rhode Island and the main, mounting eight twelve-pounders, which cannon had been taken out of the *Flora* frigate, that was sunk in the harbor, and were marked with her name. As this galley totally stopped all supplies for the army by water, and prevented all our navigation from Providence

and Taunton rivers, which was very considerable, and annoved all vessels bound to those places, Talbot determined to remove her, if possible, and accordingly requested of General Sullivan, who commanded the army, fifty men to be drafted for the purpose. The General, after some hesitation, complied. Talbot embarked these on board a small sloop at Providence, called the Hawk, which mounted only two three-pounders, cut away the boarding nettings, drove the enemy from their quarters, and took possession, sword in hand, of the galley, which was commanded by a British lieutenant of the navy with forty-eight men. After this, Talbot weighed her anchors, ran out of the harbor, and carried her safe to Connecticut, where he landed the prisoners before dark the next day. For this service, the legislature of Rhode Island passed a law that a sword should be presented to him at the expense of that State, and Congress thought proper, as a reward for the same service, to promote him to the rank, and to give him a commission, of Lieutenant-Colonel in the service of the United States. The British never posted any other armed vessel in the passage, which remained open and free ever after.

Some time after this, Talbot made arrangements, and sailed twice from Providence with three hundred men, on board a large merchant ship, mounted on a stage above her deck, for the purpose of boarding a sixty-four gun ship, that lay in the bay. But the wind at both times failed him, and it became so calm that he was obliged to return without effecting his purpose. As the enemy always got information of his movements, they were, after this, so much afraid of being boarded, that they took a regiment on board from the Island, and

kept them until they learned that his plan was laid aside.

In 1779, Congress directed General Gates, who succeeded General Sullivan, to provide an armed vessel for the protection of the bays and coast about Rhode Island. Accordingly, a sloop was equipped, name the Argo, mounting ten six-pounders; but as this sloop, when equipped, could not be manned, General Gates requested Talbot to take the command of her, as he was at that time popular with the At first he declined, because the command of a small sloop was not equal to that which a lieutenant-colonel ought to expect. But he was, at length, prevailed on by the General, as it was desirable to have the sloop manned. General Gates can certify the most important services performed by the Argo, while under his The number of cannon which he took in the several prizes, is said to have amounted to ninety-six, twenty of them twelvepounders, the rest sixes and fours. Some of the privateers he took were double his own force, and all of them of superior force. In a battle fought with the privateer ship Dragon, of fourteen guns, which continued four hours and a half, with great vigor on both sides, the ship did not surrender until her mainmast was shot away just above the deck, and tumbled into the sea. In this battle he had twenty-one men killed and wounded, and, when the enemy surrendered, the Argo was on the point of sinking, the water in her hold being above the gun-room floor.

Congress, as a reward for his services in this action, and five others, fought in the Argo, some of them not much less severe, thought proper to appoint him a captain in the navy; for, while he commanded the Argo, he was furnished with no other than a lieutenant-colonel's commission. Thus I have given some intimations of the

principles and facts, which I have taken pains to collect, on which I have acted in giving Talbot a commission, to take rank from the day of his appointment as a captain in the navy, in 1794, which words, here underscored, I pray you to insert in his commission in your office, as they are the only alteration I have made in it.

After all, human events are all uncertain. Truxtun may resign, which I sincerely hope he will not, and, upon my honor, I think he ought not, and Talbot may be unfortunate; consequent censures will, probably, be freely cast upon me. I am prepared to meet them, let them come as thick as they may. However I may regret them, I shall never repent of the measure that produced them, because it has been the result of mature deliberation, impartial consideration of the whole subject, and conscientious opinion that it is right.

After a detention of nine days by contrary winds, the Constitution took the advantage of a brisk breeze, and went out of the harbor and out of sight this forenoon, making a beautiful and noble figure amidst the joy and good wishes of many thousands of good federalists.

I have the honor, &c.

JOHN ADAMS.

P. S. Although this letter is committed to your discretion, prudence will dictate that some parts of it be considered as confidential.

[N R & L, Adams, Vol. VIII, pp 669-675.]

[23 July 1799]

To Surgeon Isaac Henry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy Copy

Sir I am convinced that if we could once get to Sea — our Men would recover fast — What says Doctor Bayly and what is your own Opinion — I am sorry for M[‡] Morgan's indisposition particularly as we want his services on board. —

I hope the fever is nothing more, than what we had last July with the new Crew: but since you returned from Phil* you have been

silent in discribing it.

The Ship is at a great expence lying in port and as soon, as I have the carriages fitted, for the upper deck guns &c — I hope the state of the sick, will enable us to go to Sea — Mean time the convalescents must be fed with greens and fresh meats as well as the sick on shore. — I am Sir,

Your obt Serv

THOMAS TRUXTUN

N. Y. 23^d July 1799. Doctor Henry

[NDA. Area 7, original at Manassas Battlefield Park.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant John Claypoole, U. S. Marine Corps

Norfolk, July 23d 1799.

Sir, In compliance with the orders I last had the honour to receive from you, I repaired immediately to this place in order to relieve Lt.

Harwood. When I arrived at Alexanderia I found the Marines which you ordered me to bring from there had already been sent on board the Baltimore, and I was obliged to repair the rest of the way by land, there being no passage to be had by water for several days to come, which subjected me to a very considerable expense, as you informed me the Ship would positively sail the 20th. I now learn that she will not be ready for Sea these two months to come. I hope, Sir, you will refund me the expence of the journey, as I cannot well spare the money, and am now obliged to remain here so long as the Ship will be refitting, upon very extravagant charges, and at a great distance from all my friends.

There are 19 Marines on board the Baltimore, one of whom has had his arm disjointed, and cut in consequence of a blow he received from the former Sailing master. He is entirely unfit for service. You

will please to let me know what is to be done with him.

I have the honor to remain

Your ob. Servant

JOHN CLAYPOOLE Lieut. Marines

W. W. Burrows, Esq., Major Commandant of the Marine Corps Philadelphia |

[MCA. LR, 1799.]

Extract from Log of U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 23 July 1799

Moderate breezes and cloudy, employd working up Junk, Sent the pinnace on the watering service at 6 Lighted the small Bower found the Anchor clear and came too with the Same Anchor at half past 6 the

pinnace returnd with 12 small gang cask of water

At AM fresh breezes from S W by W, veerd to a third of a cable Ships draft of water forward 21 feet 6½ Inches, Abaft 22 feet 11½ Inches — At 12 Midnight moderate breezes & clear. A M Moderate Wind at W S W at 2 Weighd and made sail down the harbour at Daylight the wind became very light and variable lowed down the topsails and came too with the best bower, employed cleaning ship At 7 fresh breezes from W S W Sent the pinnace on the water? serv-

Discharged M! Dillaways boat which attended the Constitution

69 days between the 15th of May and the 23d of July 1799

At 10 a light breeze sprung up from W S W at 11 Shortnd in the cable. At half past 11 Wieghd and made sail down the harbour. at three quarters past 11 came through the Narrows. Employd running down the harbour.

At 12 Came by the light house shorted sail and brought too ships head to the Eastward, waiting for the pilot boat to come up alongside

At 12 fresh breezes from S W by W

Lying at Single Anchor one mile below the Castle and Comeing out to Sea

[NHSC. NYHS.]

Extract from journal of Ship Mary, Captain Gamaliel Bradford, Tuesday, 23 July 1799

Light winds — a ship astern in chase of us. at noon fired two guns to leward — keeps over hauling us & at 2 pm fired a shot — from 3 to 5 pm she fired a number of shot. some of which reached over us. 5 pm tack ship and meet the boat sent by the ship — find her to be the English Sloop of war Cormorant — hove to for her — went on board show'd my papers, and returned & made sail to S.W. — she tack'd & stood N.ward. the other ship bearing W. about a league shew American colors — at 6 Am saw two other sail. one to S.E. the other N.W. —

[Latt Obs^d 35.17 N.]

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

Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 23 July 1799.

Begins with moderate breezes & pleasant weather at 3 P M saw a Brig to wind⁴ at 1/2 past 4 Spoke her, from Martinico bound to Turk's Island — James Hopper Master, took her under Convoy, at 6 Dominico Bore N E 12 leagues

Middle part fresh breezes & clear the Brig & 2 Sloops under Convoy Latter part fresh Breezes & clear weather the Sloop in tow —

hall'd close on the wind to the North

[Latitude Observed 16.42 North]

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

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

[PHILADELPHIA]
Navy Department 24th July 1799

Mess^{ra} Stephen Higginson & Co

Gentlemen, I am honored with your Letter of the 18th and have directed a remittance to be made you of 30,000 Dollars — As to signal colours for the *Boston*, why were they not made at Boston? The description was sent — We are getting into the practice of furnishing the Bunting and letting the colours be made on board which saves Expence & trouble.

I have received no account of the Augusta having sailed from Norfolk. I am surprized that I have not as she was represented to be ready the day she was purchased — I fear the delay of the Boston will have exposed our Trade to S^t Domingo to unnecessary hazard — The Captains must learn to do with less than the full complement of Men especially now when there seems to be no hope that they will meet with any thing able to fight them with half a Crew —

I have the Honor to be Gentlemen

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

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

[PHILADELPHIA]
Navy Department 24 July 1799

NEHEMIAH HUBBARD Esq!

Middletown Connecticut —

Sir I am much gratified by the information respecting the Connecticut contained in your Letter of the 22^d Ins^t and sincerely hope that no unforeseen obstacle will impede her progress down the river where there will be nothing to apprehend from shoals — You may settle with the officers for their pay and Subsistence calculating the ration at 28 Cents, up to the first day of August, from which time the Pursers of the ship will take their Accounts into his Hands — For the money so paid you will send the Officers receipts to the Accountant of this Department —

I transmit you the regulations of the Navy with the usual printed

forms which you will please to deliver to Captain Tryon

I have the Honor to be Sir Y^r obe^d Serv[†] [NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA]
Navy Department 24th July 1799

John Bispham Esq: Sheriff of Burlington County

SIR The ration which has [been] heretofore allowed to French Prisoners Consists of one pound Bread half a pound of meat and one pound of Potatoes, turnips or any other vegetable equally nutritive—This ration has been prescribed to the Marshalls who have charge of French Prisoners I have understood however that a larger allowance has been made to the Prisoners at Burlington. For what reason I know not—I have to request therefore that you will state to me with accuracy the component parts of the Ration you have heretofore issued and the price you have given for them at Burlington—Upon receiving this information I shall give you further instructions—

I have ascertained that M. Philip[s] on J^r was an officer on board the Tartuffe captured by the United States — You will therefore permit him to go on Parole — You will grant the same priviledge to M^r

Dilcampze as Midshipman —

I am Sir

Y' obed. Serv

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

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

ON BOARD THE Boston July 24th 1799

Maj^r Burrows Sir — Yesterday Rec^d Yours of 15th Immediately persuid the *Constitution* who had but Just got Underway, made my Demand for Marines to Capt Carmick, who gave information to Capt

Tolbort [Silas Talbot] and shew Your Letter to him — the Report was they were Considered, as being at sea, and that they had orders to Retain all their men from the President wich were on Board — I have only the Marines that march from Springfield with me, Except, Ewd McDonald who I have Apprehended since I Arived at Boston as soon as opportunity will permit shall have him tryed and punishd — Likewise George Davis [?] who Deserted from the Brigg General Pinkney [Pinkney] 9th June — Dilleverd Himself up to me July 1st — Says he Enlisted 30th Novmb Last Under Majr Burrows at is 22 Years oald 58½ Inches high, Black Eyes, Black hair, Light Complection — he freely offerd Himself up to me as A deserter and Requested me to use my Influence with you Sir, that he might be pardoned Upon future good Behavour. Captain Little will not Allow a Marine to Leave the Ship, of Course its Impossible to send those Music to N London as you Directed; all the Music are Ablidged to do privates Duty — the ship sails 3 OClock this Afternon soone as Oppertunity will permit I will forward you on the Names of the 44 men with their Rect of the \$2 advanced them

if Captain Carmic does Complain of the men being Ignorant (I suppose he means in the milatary Disappline) its not to be Wondered at had Government Supplyed me with Armes I should have bin Very particular in Giving them information — but more Healthy, Sprightly Active, Young men According to the Number he Never Before saw —

My Accts I hope Now will be Completed, they have made so much Trouble, it seames as if I ware willing to Sign my name to Almost Any thing — Mr Thompson informs me no Accts will be Allow without A Voucher — its Utterly imposible to procure them in Every particular — where men in small detachment are Marching through the Country, its almost Imposible that Vouchers Can be procured for Every Little Necessary Expendeture — its Hard the Officers Honour Cannot be a Sufficient Vouch in this Instance

I hope Maj' Burrows will not forget I have not my Compliment of

Marines

time will not Allow me to Enlarge

Adieu Dear Sir, may Health and Happiness Attend you — I hope soon you will have the Agreeable Information of Hearing that the Boston of 32 Guns has taken a French 44 —

Your's as Ever with Respect

Jon^a Church
Lieut Marines

[MCA. LR, 1799.]

[1 June and 24 July 1799]

Sales of Schooners Louis and Syren, Prizes of U. S. Frigate Constellation

Prizes of	the	Constellation	Capt	Thos	Truxtun	
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1799 S: Kitts

June 1.

Schooner Louis & Cargoe . . .

Sales Charges £1185. 9. 7 68. 5

£1117. 4. 7 \$2, 708. 43

July 24 Schooner Syren

Sales Charges

£630. 34. 2

£595, 18. \$1444, 60

N[‡] proceeds

\$4, 153. 03 Captors one Moiety______ 2, 076. 51½

U. States

do______\$2, 076. 51½

CHARLES BIDDLE Esq. Agent of Capt Truxtun Philad?

[NDA. XZ. Constellation.]

Extract from log of U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 24 July 1799

Moderate breezes and Cloudy Lying too one mile without the light house. at half pt 2 filld and made sail and Stood down Boston

Bay.

At 4 Boston light house W by N 12 miles, discharged the pilot and M. William Dillaways boat. Returnd the Ships launch to the Navy Agent. Employd stowing the Anchors. at 5 saw Cape cod bearing S by W 5 leagues at 6 in 34 reef in the Topsails. at 7 Took our departure from Cape Cod bearing S W ½ S 5 leagues. at 8 fresh breezes and Cloudy

At 12 Moderate breezes and foggy made and Shortn'd sail as

occasion requird

At 4 Moderate breezes and a heavy fogg

At 7 out 34 reef of the Topsails and set Top Gall! Sails Lost a logline containing three lines, employd working up Junk. Shook Eight empty bread cask to make room between decks. At 12 Moderate breezes and cloudy Sounded with 70 fathoms of line. No Ground Suppose to be on the North part of Georges Bank

[Latitude Observed 42.13 North]

[NHSC, NYHS.]

Extract from journal of Ship Mary, Captain Gamaliel Bradford, Wednesday, 24 July 1799

Moderate winds — half past 3 pm saw a ship a head — stands for us — we keep off S. S. W. one hour — as she keeps her course Eward we haul up, S. W. then W. S. W. & West —

latter part light winds and cloudy —

[Latt Obsd 34.46 N.]

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

Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 24 July 1799

These 24 hours begin with fresh breezes & flying clouds at 1 P M Cast off the Sloop Bore away & spoke the Brig — & made sail at 3 P M Saw Nevis bearing N E dist 7 leagues shorten'd sail for the brig to come up at 6 S⁵ Christophers bore N by E 6 leagues Reef'd the T Sails —

Middle part moderate & pleasant at 3 A M hove too off Bassterre at 6 came too in 7 fath, water — a large fleet in sight. at Mer^{dn} the Ganges & Norfolk came too & Number of American & English Mercht, Ends Pleasant

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship Montezuma, 24 July 1799

Both wind and weather agreeable -

At 7 A. M. Saw a Ship on our larboard bow —

Bore away to speak her — She proved to be the Ship Anna of N. York bound to Norfolk —

Wind fresh, with a heavy Swell -

[NA.]

To President John Adams from Secretary of the Navy

[Philadelphia]
Navy Department 25th July 1799.

JOHN ADAMS Esq!
President of the United States

SIR Having no certainty that the Constitution has yet left Boston, I fear it will be too late to prosecute to the Extent contemplated, the Enterprize to Europe, without, breaking in too much upon the time, the Vessels may be employed in the West Indies in pursuits of an object attainable and of the highest importance, the Security of our Trade to the West Indies & Spanish & Dutch America —

It is probable that as the Constitution will have to take in a Bowsprit at Norfolk, the two vessels will be able to sail from thence before the 15 August — They may safely operate in the West Indies by the 15 October & the intermediate time is too short for a Voyage to the Coast of Spain & — I therefore contemplate to direct Barry & Talbot to proceed only [on] a Cruize to the Western Isles, Madeira & Teneriffe and to leave out the two latter places if they find themselves pressed for time and to Return by Cayenne & Surinam to Guadeloupe about the 15th October, and finding no orders lodged with the Commanding Officer on that Station to proceed to Cape Francois where Talbot may assume the command of all the Vessels in that quarter & from whence Barry may return to the United States, after Shewing the Frigates to Touissant, or may obey any orders lodged for him at that place —

After having obtained your approbation of an Enterprize to the Coast of Spain & it is painful for me to propose a different arrangement But my impression of the vast importance of securing the

West India Trade now and laying a good foundation for it in future is so strong, that I almost consider it Treason to employ a Vessel elsewhere which Can be employed in the West Indies while a single

French Privateer remains to infest those seas —

I shall be obliged to give the orders for the Cruize either as first contemplated or as now suggested, before I can hear from you on the subject — Murray on the Insurgente at Norfolk will I expect be ready to sail certainly before the middle of August — I intend to direct him to Cruize off Cayenne where it is said the French have strong Privateers —

I have the honor to be Sir Your obed Serv!

- not Sent

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

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

[PHILADELPHIA]
Navy Department 25th July 1799

Commodore Truxton

New York -

Sir I have this morning rec⁴ a Letter from Lieu[‡] Comm[‡] [Cyrus] Talbot informing me that he arrived yesterday at New York — Lieu[‡] Talbot was ordered to New York to take Command of the Richmond but this Vessel having sailed I have requested him to call on & consult with you as to the best course for him to pursue — You will Judge whether it will be best for Talbot to enter on board the Constellation where he will gain experience, until you fall in with the Richmond, or remain on shore till the return of that Vessel into Port, — In the former case Lieu[‡] Speake may be landed at Norfolk with a view to acting as first Lieu[‡] with Barron —

I have the Honor to be

Sir &c &c

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

To Lieutenant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[Philadelphia]
Navy Department 25th July 1799

Lieu[‡] Comm[‡] Cyrus Talbot New York —

Sir I am this day honored with your Letters of the 18th & 24th Inst — You were ordered on to New York to take the Command of the Brig Richmond which vessel I have reason to believe sailed yesterday on a cruize — I request you will wait on Captain Truxton, to whom I have written, and consult with him as to the best means of getting on board of the Richmond & whether it will be necessary to attempt it until the Return of that Vessel to port

I have the Honor to be

Sir

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

To Lieutenant Archibald McElroy, U. S. Navy, from Captain Thomas Tingey, U. S. Navy

United States Ship Ganges St Christophers 25th July 1799

SIR By virtue of the Authority, reposed in me, as Senior Officer of the United States fleet on this Station, I do hereby appoint you to the command of the United States Arm'd Schooner Retaliation, until such time as the pleasure of the President of the United States, shall be made known to You, by the Secretary of the Navy. Confiding in your diligent attention to the duties of said Station, I trust You will perform them to your own credit as an Officer: to the satisfaction of the Captains of the respective Ships of the United States, under whose command You may for the time be — and fully to the honor of our Flag.

You will therefore with all possible dispatch prepare the said vessel for Sea. It being intended you should assist Capt^p Bainbridge, as convoy to the outward bound trade of our country. To whose direc-

tions on this business You will be strictly attentive

Wishing You health & success

I am Sir &c &c

T: T: [THOMAS TINGEY]

To Lieu[†] Arch[‡] M[‡]Elroy Hereby appointed to command the U: S: Schooner Retaliation

[NDA. Tingey LB, 1798-1800.]

[25 July 1799]

To Midshipman Nathan Fletcher, U. S. Navy, ordered to act as Lieutenant, U. S. Navy on board the *Retaliation*, from Captain Thomas Tingey, U. S. Navy

Sir You are hereby required and directed to repair on board the United States arm'd Schooner Retaliation Lieu[‡] Arch[‡] McElroy commander — and on board said Schooner to act and do the duty of lieutenant, until such time as the pleasure of the President of the United States; shall be made known to You by the Secretary of the Navy — Confiding in your diligent attention to the duties of said station; I trust you will perform them fully to your own credit as an Officer — to the satisfaction of your commander whom you will be attentive strictly to obey. And to the honor of our flag.

Given under my hand, on board the U: S: Ship Ganges at St Chris-

tophers this 25 July 1799

T: T: [THOMAS TINGEY]

To

MI NATHAN FLETCHER
midshipman of the Merrimack
Hereby appointed Lieutenant of
the U: S: Schooner Retaliation

[NDA. Tingey LB, 1798-1800.]

Extract from Log of U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 25 July 1799

Moderate breezes and hazy weather. at half pt 12 Sounded with 70 fathoms of line No Ground Punishd John Robinson Seaman with

12 lashes for theft Made a General Muster for Stolen cloaths.

At 6 Sounded in 90 fathoms Black stones supposed to be in the North channel between Georges and Browns Banks. at half past 7 Tackd to the Westward and Shortn'd Sail. at 8 moderate breezes and Variable tackd To the Eq

At 12 Fresh breezes and Cloudy Middle part moderate and hazy At 4 Tackd to the Westward

At 6 Set Top Gallant Sails

At 7 Squally weather In Top gallant sails and 2^d reefd the Topsails at 8 Moderate breezes and cloudy Employd cleansing between decks

At 12 Moderate breezes and Hazy weather [Latitude Observed 41. 52 North]

INHSC. NYHS.1

Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Thursday, 25 July 1799

Begins with moderate pleasant weather all hands on Ships duty at 7 P M M. Clarkson the American Agent came onboard, got under way bound to St Bartholomews with a Schooner under Convoy

Middle part fresh breezes & pleasant — at 1 AM in T G Sails at 5 do St Bartholomews bore N by E 6 leagues dist at ½ past 7 hove too sent the Boat onshore at 9 the Boat return'd. Laying off & on St Bartholomews

At Merda Mr Clarkson returnd made sail for St Kitts Ends

moderate & Cloudy

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship Montezuma, 25 July 1799

First part strong breezes and clear Weather

Clouds and fresh Gales

Sounded with 35 fathom line & could get no bottom on our larboard bow, one standing towards us, which proved to be the Schooner Hope, from Annapolis, bound to Port Au Prince, James Frazier Master, who informed us, a free trade was established, between the U.S. and St Domingo Island, as appeared by her Clearance [NA.]

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

[PHILADELPHIA] THOMAS TRUXTON ESQUIRE Navy Department 26th July 1799 New York -

Dr Sir I am honored with your Letter of the 24th — I have a Letter from the President of the 20th saying that Talbot agreed to continue in the command of the Constitution and was only waiting for a wind But he does not mention a word to lead me to conclude that he had at all interfered with respect to Rank — nor can I believe that he has done so — Young Talbot in speaking of the subject would naturally say that his Father was satisfied as he contined in the Service — I take it for granted that he has got back to the Ground on which he agreed to take the Command of the Constitution a ground indeed from which it was wrong for him to depart and the President having the whole Correspondence between him & me has I presume convinced him of his Error —

Valuable as I consider your Services to the Public you may rely I will not be the means of having them continued by any thing like deception and that I will let you know it if any determination should

be made injurious to your claim of Rank.

The Season has so far advanced and so much time will be consumed before the two large Frigates could proceed from Norfolk on the European project, that I give it up, and when I hear of Talbots having left Boston I shall send orders for him to proceed to Cayenne and employ himself in that quarter, leaving himself time to get to Cape Francois about the 1st of October and to remain on that Station —

Barry must be kept on the Coast as well as the Constellation till it may be time for you to take the Station contemplated for you, which

is the one you pointed out yourself -

Upon the whole I believe it is better that two Frigates should remain on the Coast and perhaps Barry may be kept till Winter.

I have the Honor to be

Sir

Your obed. Serv[‡]

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

To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

Captain C. C. Russel

[Philadelphia]
Navy Department 26 July 1799

Sir I have received your Letter of the 19th Inst. The Herald will be sold after being dismantled of her Military Equippage which will be transferred to a very fine Brig [Augusta] I have purchased at Norfolk to supply her place in the Navy and ordered round to Boston where I expect she has already arrived — You will immediately assume the Command of this Brig taking with you the officers of the Herald who remain in Service & give any assistance in your power to M! Higginson to fit her as expeditiously as possible for Sea

You will please to transmit the Accounts for the Herald as soon as

possible that a Settlement may be made —

I have the Honor, Sir

[P. S.] Let the Brig take 2 Months or at most 10 Weeks water & fill up with Provisions, She will act where water can be had but not Provisions — Estimate & let me know for my Govern[‡] how many months Provisions she will carry — She ought I presume to have about 100 Men including all on board —

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

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

[U. S. S.] Ganges, St Kitts 26th July 1799

SIR On the Evening of the 29th Ulto I parted with the Sloop Vainqueure, agreably to the tenor of my letters by her of that date, copies of which are sent you herewith.

I return'd to the station to the windward of S[‡] Bartholemews; cruized there, but effected nothing till the 2[‡] July, in the afternoon of which day; we chaced and brought too a Brig[‡] called the Young George of Boston, from Bourdeaux, clear'd out for Charleston, but said to be bound to S[‡] Thomas — On examination of the papers, I found her to have been a vessel captur'd from the British in Europe, and

condem'd by the French.

Three or four changes of the property appear (by bills of sale on board) to have taken place, 'till at length she stands as the property of a M[‡] Andrews, said to be a native American. And a M[‡] M[‡]Pherson a native of Scotland; but avowing himself a citizen of the United States — who also call themselves owners of the cargo, consisting of Wine &c. &c. &c. and had obtain'd papers to protect them as Americans, from M[‡] Skipwith — M[‡] Dobree — & M[‡] Fenwick in France.

I determin'd (after a fair consideration) to take possession of her, put Officers & Men on board for the purpose, and the next morning, having been rejoin'd by Capt, Bainbridge, I sent her into S^t Barthole-

mews under charge of the Norfolk.

As these gentlemen consider'd the greatest advantage would arise from a sale of the Cargo in the West Indies, I consented that it should be sold at S^t Bartholemews by such Agent, as Captⁿ Bainbridge should appoint (not being much acquainted there myself) if such prices could be obtain'd as would be satisfactory to them, and the proceeds vested in such articles, as they may judge would answer the American Market, to be laded on board, and sent home for the decision of the law, whether she becomes forfeited to us as captors — or, if to continue the property of those gentlemen — that every possible advantage might accrue to them.

There is no doubt, and they both have acknowledged their firm opinion, that they would have become a prize to either English or French arm'd vessels in these Seas; and though every thing has been done studiously for their benefit (should the decision of our Courts be in their favor) — yet am I sorry to say, they (M^r Andrews at least) appear acrimoniously dissatisfied with my conduct. I shall I expect to proceed for S^t Bartholemews this evening, and endeavor to send

her home with the present convoy —

I continued to cruize about S[†] Bartholemews, 'till the evening of the 6th when I fell in with the Merrimack; and Captⁿ Brown, having inform'd me, that your dispatches to my address, were agreably to my direction left with M[‡] Clarkson at this place; I instantly left him to come here for them — directing him to endeavor to join the Norolk, and cruise together toward the coast of Guadaloupe, where I should without delay proceed to meet them. — I got to S[‡] Kitts the evening of the 7th obtain'd your dispatches, all of which shall be duly attended to, and sail'd again instantly — I join'd the Merrimack and Norfolk on the coast of Guadaloupe on the 11th and we continued our cruize about the Island, without effecting any thing (except the chace of one small privateer, who however, got too near the land 'ere

the Merrimack could come fully up with him) 'till the 19th when Capth Bainbridges foremast, which never was good, had become so very defective, as to make it necessary that it should be taken out, to make it fit to insure her safety. We bore away for Prince Ruperts bay in Dominica, where having assisted Capth Bainbridge with materials for taking out the Mast & repairing it — We on the 21th proceeded up to Martinico, to escort down the American vessels from thence — Intending, as the Norfolk's Masts, are totally unsafe for cruizing; to send her home as Convoy to the homeward trade — Assisted by the Schooner Retaliation, [Magicienne] captur'd from the French Government service, by Capth [Moses] Brown on his way out.

On coming to Martinico we found our vessels to near 50 sail, had left that place the evening before under safeguard of the British

Convoy for St Kitts —

Capt[†] Brown was directed to take under his care two or three stragling Americans, who were behind the fleet — And the Ganges return'd to Dominica to meet the Norfolk — which was effected on the morn' of the 23^d We came up with the fleet that evening under Guadeloupe, and the next day (the 24th) came all safe to anchor in this Road.

The provisions on board the *Ganges*, having been all nearly expended, a supply has been taken on board, from those in the hands of M^r

Clarkson, sufficient for another month or upward.

Mr Archibald McElroy, first lieutenant of the Ganges, a smart, active, able seaman, is put in command of the Retaliation (or Magicienne, as the French last called her) as Lieutenant and Commander, with a written order for that purpose, until You shall be pleas'd to determine his future situation. — And M. Nathan Fletcher late a Midshipman of the Merrimack — (well recommended by Capt.) Brown) is in like manner appointed lieutenant on board her. — French captain of her (a Lieut in their Navy) before being taken by the Merrimack, had according with their custom, cast over-board 8 of her guns — I have therefore undertaken to authorize Mr Clarkson, in the purchase of 6 four-pounders for her - which he has agreed for at about 160 Dollars per Pair, quite complete with carriages & Materials — I have not seen them, as they are at Sandy point Town, but from the description and warranty of them, they may be consider'd extremely reasonable — We are endeavoring to pick up stragling Americans, sufficient to Man her for sending home, which I hope to effect without taking any more from the Crew of the Ganges, now not over-numerous.

Doctor Rush of the Ganges, intending to relinquish that profession, on his appointment to a Lieutenancy, has requested permission to return home, the better to qualify himself for his future station, and as M. Hughes appears a very Capable man, I have assented thereto. And M. Geo: W: Reed, intending to quit the Sea-service, comes home also in the Retaliation — I have not been honor'd with any communications from You, excepting those by the Montezuma & Merrimack, already acknowledged — I shall therefore continue to cruize with the last mention'd Ship, in hope of doing some good to my country — But I seem'd destin'd to such continuance of ill-luck that I've hardly expectation of meeting success — We seem perpetually to be where

the french are not.

I presume that on the arrival of a Senior Officer here — the Ganges will be sent home, as many of her material sails are much worn, from the constant beating to windward; and the weather being more boisterous than ever I knew for such length of time in these seas — several of them are almost unfit for service.

The Officers and crew of the Ganges enjoy high health, and we want only to experience a little success, for our spirits to become com-

mensurate therewith.

I have the honor to be with real regard

Sir &c &c &c

T: T: [THOMAS TINGEY]

Honble Benja Stoddert

P. S. I had heard of the arrival of Captⁿ MⁿNeal on the coast of Surinam —

[NDA. Tingey LB, 1798-1800.]

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

[PHILADELPHIA]
Navy Department 26th July 1799

William Pennock Esquire
Norfolk — Virginia —

SIR I am honored with your Letter of the 18th Inst — If you will examine my Letter of the 15 June you will find the quotation you have made not quite correct & the Instructions to you positive "to take no measures for her (the Augusta) Equipment till further directions."

I have always been pleased with your Activity, but unless my directions are scrupulously observed it is impossible for me to be fully acquainted with the state of the business under your superintendance — No general Instructions can be given which are applicable to all cases which may occur — You will therefore be governed by directions you will receive from time to time as circumstances may dictate — One general rule you will however observe, which is whenever a Vessel of War arrives at Norfolk you are to supply the Capt, with whatever he specifys to be necessary, in a written return, signed by himself, a Copy of which you will immediately transmit to me—

I have the Honor to be

Sir

Y' obed. Serv'

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

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

[PHILADELPHIA]
Navy Department 26th July 1799

JEREMIAH YELLOT Esq^r
Baltimore —

Sir I am favored with your Letter of the 20 Inst — The calculation of 4150 lbs. of Powder for the Schooners [Enterprize and Experi-

ment] I think, with you, is too great—It has generally been a rule to allow one Hundred rounds of Powder to each Vessel, with an additional quantity for exercising the Guns, but in small Vessels which are calculated principally for swift sailing so large a quantity will prove very disadvantageous—You will therefore put on board those Vessels whatever you may think necessary—As I hope the Gentlemen whom you recommended will be appointed for these Schooners I expect they will be fully satisfied with your arrangements—

Captain Ro[d]gers writes me that from the forewardness of the Ship [Maryland] he thinks it will be proper to commence recruiting for her early next week — Whenever this step is necessary you will be pleased to furnish Capt Ro[d]gers with money & Draw on me, or I will transmit whatever sum may be necessary to you But I had forgot

that his recruiting Instructions have not vet been sent him -

I have the Honor to be [NDA. GLB, Vol. 2, 1799.]

Extract from log of U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Friday, 26 July 1799

Moderate breezes and cloudy, Standing to the westward over the N E end of Georges Bank. at 1 Sounded 60 fathoms Black stones and Sand. Employd Exerciseing Great guns and small arms. From 1 to 6 Sounded every hour Gradually shoaling from 60 to 50 fathoms

At 6 Tackd to the Eastward and handed the Mainsail

At 7 Set the Main Staysail. at 8 Moderate breezes and Foggy Took in Maintopmast Staysail

At 12 Fresh breezes and Hazy weather

At 2 Tackd to the Westward and sounded with 140 fathoms of line. No Ground

At 4 Moderate Breezes and Foggy weather

AM At 8 Light airs and Cloudy weather, Employd cleansing and Fumigating between decks, at 9 Sounded In 60 fathoms brown sand and white sand, Observed the current to set very Strong to S E. At 12 Calm and foggy Sounded in 50 fathoms on the N E end of Geose bank

[Lattitude by Account 41.25 North]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Friday, 26 July 1799

Begins with pleasant weather & fresh Breezes at 5 P M hove too off Sandy Point town Set M: Clarkson onshore at 6 the Boat return'd hall'd on a wind to the North & made sail at 8 St Eustatia bore W by N 3 leagues Sandy Point S E by S 3 leagues

Middle part fresh breezes & cloudy employ'd plying to windward at 6 AM S¹ Bartholomews bore North 3 leagues Saw 3 sail gave chase tack⁴ Ship several times fir'd 2 Shott a Schooner in Shore at 10 boarded a Sloop Neptune from Guadaloupe W^m P Robertson Master.

St Barth, bearing N W by N 3 leagues

Ends pleasant

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding, United States Ship Montezuma, 26 July 1799

Smooth sea, serene sky, and gentle Winds — Sounded ½ hourly, but obtained no bottom, Continued sounding during the Night -

Saw 3 strange sail on our larboard bow, brought to, & boarded a schooner from New York, bound to Cape Francois — Saw a sail standing to the Northw⁴

[NA.]

List of petty Officers, Seamen, Ordinary Seamen and boys, and Marines on board the U. S. Frigate Boston, George Little Esq⁷. Commander, July 27 — 1799 —

Names	Stations	time of entry	pay p. mo.	pay Advanc¢	height F. I.	Complexion	hair	Eyes	Age	No.	Remarks —
James Brady John Doyle Bryan Lukin John Moltney Thomas Nicholson William McMaclin William McMaclin William Bell John Coleman William Smith Michael Clap Thomas Evans Daniel Johnson John Saunders Adam Nutt Luther White Nathaniel Hovey William Coffin Hank Peterson John Sevans Benje Smith Lemuel Doten Joseph Dodge John Wyør John Barnes Silvanus Aary James Bennett David Burrell James Brown Atherton Bird James Byrnes John Bouck William Barnes William Barnes William Brooks William Broes Thomas Cornwall Robert Corbett Dennis Carney Dennis Carney	Seaman	[1799] June 5 May 28 28 26 June 10 10 13 3 3 18 July 17 June 13 July 17 June 20 May 29 June 26 June 15 May 30 June 25 May 30 June 25 May 30 June 11 May 27 June 18 May 27 June 18 June 25 May 30 June 24 June 5 May 30 June 11 June 29 June 24 June 24 June 24 June 14 June 14 June 14 June 14	18 20 18 18 18 18 18 18 18 18 18 18 17 17 17 17 17 17 17 17 17 17 17 17 17	36 40 36 36 38 36 36 34 34 36 34 34 34 34 34 34 34 34 34 34 34 34 34	5-9 5-7 5-7 5-6 5-4 5,49 5-7 5-5 5-7 5-5 5-5 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-7 5-8 5-8 5-8 5-8 5-8 5-8 5-8 5-8	light light light light light light light dark dark dark dark dark dark dark dark	black	blue blue blue blue grey grey grey grey grey blue	388 277 226 49 9 179 277 286 49 9 277	299 301 312 323 334 345 366 377 388 399 411 422 434 445 505 555 566 601 612 636 666 67	Sent off in the brig Flying Fish Decr 18 Sent off in the Schr Weymo [Wey- mouth] Dec. Sent off in the brig Flying Fish Decr 16, 1799.

John Creek Jamex Cox Michael Carter Peter Coffin John Cox John Donelly John Daniels Wijlard Doane James Fannan John Foley Charles Fahey John Fagan Thomas Field Thomas Finland Adam Griffin William Grant James Howe	Carpenter	May 30 6 May 30 July 19 June 21 20 5 May 29 June 8 July 12 May 28 June 6 July 12 May 28 June 6 July 12 May 28	17 17 17 17 17 17 17 17 17 17 17 17	34 34 34 34 34 34 34 34 34 34 34 34	5-1 5-4½ 5-7½ 5-7½ 5-8½ 5-6½ 5-7½ 5-8½ 5-7½ 5,91½ 5,97½ 5,97½ 5,97½ 5,97½ 5,6½	darkdarkdarkdarkdarkdarkdark	 dark dark black dark blue dark blue blue blue black blue black blue black blue black light blue blue blue	42 30 20 32 27 22 42 30 21 26 37 47 28 28 28	68 69 70 71 72 73 74 75 76 77 78 80 81 82 83	
Edward Dorant Joseph Beale	Gunner Midshipman	July 15							13 14	Sent off Prizemaster of the brig Fly-
Joseph Cordis Joseph Williston Jaz* Tucker Clark Abel Lincoln Banjamin Conant Samuel G. Jerauld	ditto ditto ditto ditto ditto ditto	May 20 20 20 20 20					 		16 17	ing Fish Dect 16 —
John G. Norwood Habijah Savage Samuel Bullen	ditto ditto ditto	20					 		21 22 23	discharge & paid off at Cape Francois Octo 114 1799.
Henry S. Butler Edward P. Little. Neil C. Bang Redmond MeBurr Joseph Wilder	ditto	20 20 July 12					 		24 25 26 27 28	Sent off in the Scht Weyma

[F. D. Roosevelt Collection.]

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

[Philadelphia] Navy Department 27 July 1799

Captain ALEXT MURRAY Frigate Insurgente -

Sir I do not expect that this will find you ready to proceed to Sea, but lesst you should be in greater forwardness than I expect

you may as well now receive your Instructions —

Herewith you have the different orders of the President & the Acts of Congress necessary for your Government, all of which you will please to acknowledge the receipt of, and to all of which you will strictly conform — The Insurgente being intended for a Cruizing Ship is to be stationed at no particular place, nor subject to the Command of any Officer older in Commission than her Commander. except in cases strongly warranting the Interference —
Not knowing the quantity of Provisions she will conveniently

stow I cannot prescribe the length of your Cruize — In the West India Islands the Western Isles, Madeira, the Canary Islands and the Coast of South America as far South as Cayenne French Cruizers are to be found and you may direct your course as soon as you are prepared for Sea in such manner you shall judge will afford you the greatest chance of falling in with & Capturing the greatest number of them, and of giving the most protection in your power to our

Commerce -

Captain Barry, Capt Truxton & the Brig Richmond will be employed on our Coast for some time to come. — Capt Talbot in the Constitution will proceed immidiately to Cayenne which place she will leave about the 20 September & come by Surinam, Guadeloupe & to arrive at Cape Francois about the 10th of Octo! where he will assume the Command — Two small 32 Gun Ships are already ordered there and on their way — one or two more Vessels will be sent Captain Tingey has at present the Command at Guadeloupe with Five vessels where there will always be at least as many kept

Captain Perry at Havana with three Vessels, Captain Meniell is at Surinam with two Vessels & he will probably before long have a third — In all those places we shall endeavor to keep up a constant

force ·

I have given you this detail to enable you to judge where you can operate to most advantage - You will not I presume have time to touch at the Western Isles & Teneriffe & get back to Cayenne about the 20 September I would wish you if you find no other object of greater consequence to be off Cayenne about the time Talbot leaves that quarter, but this I do not enjoin nor do I mean to direct that you shall go to the Western Islands, On the contrary wish you to consider — yourself unfettered by Instructions as to the points where you shall operate.

I must request however that prior to sailing you will give me a sketch of the Course you first mean to pursue & that you will as opportunities offer advise me of your future instructions that I may judge where you are employed from time to time — Fix too before you go the probable length of your cruise and let me know it & whether

you will return to Norfolk or New York —

Wishing you great Success & Glory, I have the Honor to be with Great Esteem

Sir

Your obed. Serv!

Enclosed in the foregoing — Letter of 27 July 1799 commencing "I have the honor to enclose your authority to capture armed Vessels sailing under authority from the French Republic & & See page 162 "Circular to Captains." [*]

Also Enclosed Circulars of 29 Dec[†] 1798 — 16th January 1799 & 12th March 1799, also Instructions relative to Returns, dated 27 July 1799 — Ordered to make return of Provisions wanted for a

Six Months Cruize —

P. S. to Capt Murray Letter of 27 July 1799 reading over this Letter, it strikes me that you may conclude that I have a strong desire for you to go to the Western Islands — The fact is not so, as already observed — I want you to go where you please —

[*Dated 27 June 1799.]

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

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

U. S. Frigate Insurgente Hampton Rhoads July 27. 1799

Benjⁿ Stoddert Esq^{re}

Dis Sir I have rec'd your several Letters, of the 15th & 16 Inst and

now have the honor to reply.

M' Watson has arrived with the remainder of his Men from New York Sixty one in Number so that we have now on board 240 in Number of every description — I wrote to you the other day from Norfolk advising you of my having stopped the recruiting of the Baltimore which I am happy to find meets your Sanction and have now sent up to Capt Barron my Authority from you to take the Men they had recruited tho' I am unacquainted as to the Number. I have been obliged to send to N/York for a Boatswain & Gunner

which I hope we shall be able to get in Time, all our necessary preparations are progressing as fast as possible. I have Six Months Provisions on Board for 300 Men and if we have any tolerable Success I expect we shall be quite ready for you by the 5th Augt I mention'd in a Postcript of Doct Wards Letter that if you have not already sent on a Surgeon that I would give him the preference he appears to be a very decent clever Man — I am very well pleased with the Insurgente, She is a fine commodious Frigate, but am not perfectly satisfied with Capt? Truxton's Arrangements, with regard to the Masts, Bowsprit, and Bottom, with regard to the former, he has had a Survey on them, it is true, and they may possibly serve for a Cruise, putting the thing upon the Chapter of possibilities, but why in the Name of Wonder wthe hesitate a Moment, to have them New, when the Spars lay in the Navy Yard, and could have been ready in four Days after her Arrival. for by his own Acct he says they may serve for a short Cruize only, and the same observation, he made in regard to the Copper, on the Bottom, which is in a bad state, how then are the Men to be dispos'd of, during these repairs

I may draw an ungenerous Conclusion, but it appears to me, that they were too tenacious in holding up the Value of the Ship, as she then Stood there is one thing Certain, that his Word is a Law here, which may not be his fault, as Mankind will be sometimes Blinded in the radiance of Glory — I have been Insensibly led into this digression, from the unaccountable Decree of the Court of Amiralty, in determining the Insurgente to be of superior force, to the Constellation, I find that on M[‡] Rogers being simply Interrogated as to the comparative state of Men, & Guns, stated only the plain fact, of 40 Guns, to 38, & a more numerous Crew, but in all Naval Calculations the force of a Ship, is determined by the Guns on the lower Battery and weight of Metal, the former as you are already advised, mounts 26, the latter 28, to say nothing of the weight of Metal and size of the different Ships — the Powder has just arrived from Baltimore, & now send you the present statement of the Crew —

Your most Ob[‡]

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

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

[PHILADELPHIA]
Navy Department 27 July 1799

JOHN BARRY Esq! Frigate United States

Sir The Season has so far advanced that the projected Enterprize

to Europe must be given up

Capt Talbot has orders to proceed to Cayenne and after operating there a little while out of Danger from the Hurricanes, he is to take his station about the 10th of October at Saint Domingo, and I can devise no better employment for the *United States* for the present than to remain on our Coast for our protection at home — The *Constellation* will be employed in the same way & the Brig *Richmond* is now on a cruize to the Southward, but there is no necessity for any two of these Vessels to operate together, indeed it is best that they should not as by being dispersed there will be a better chance of meeting with any thing that they may venture on our Coasts —

of meeting with any thing that they may venture on our Coasts—You will please therefore proceed from Hampton with the United States Southward as far as Saint Marys River & thence back along the Coast, standing off & on to give yourself the best chance of falling in with Enemy Vessels until about the 10 of Sept! when you will put into New York giving me instant notice of your arrival & the state of your Ship, provided you can safely pass the Bar which I beleive you can do— if you cannot you must put into the Harbour

of New Port —

While you are on the Southern Coast it will be proper to shew your-self to the Citizens as often as convenient, that they may know they have protection —

Captain Truxton will in a day or two bend his course Eastward,

from whence he will also proceed to the South —

Wishing you opportunity of meeting the Enemies of your Country—I have the Honor to be with Great respect

Sir

Your most obed Serv

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

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

[PHILADELPHIA] Navy Department 27 July 1799

SILAS TALBOT Esq! Frigate Constitution

Sir When I wrote you the 3d of July (the receipt of which Letter you have not acknowledged the from circumstances I conclude you recd it) an Enterprize for your Ship & the United States was then in contemplation — But the Season for West India operations is so fast

approaching that the European expedition must be given up

You will please then as soon as you get on board a Bowsprit should you want one at Norfolk and any other articles you may be in need of proceed with the Constitution by the rout you shall judge most likely to fall in with French Armed Vessels to the vicinity of Cayenne where the French have some large Privateers which harrass considerably our Your object must be to protect the Trade by Trade to Surinam Capturing the French Vessels which depradate upon it or by keeping them in Port, until the 20 of September, when you must leave that Coast and proceed by the course you think will afford the best chance of meeting with Enemy Vessels or Recapturing of our own to the Neighbourhood of Gaudeloupe where you will fall in with some of our Public Ships, and from thence to Cape Francois in Saint Domingo where you will assume the command of all the American Vessels on that station, requiring the officer Comms at your arrival to give you a Copy of his instructions for his Government by which you will govern yourself & the Vessels under your Command, should they be of later date than this Letter -

I will only observe for the present that the Saint Domingo Trade just now opened to us, will employ a very great proportion of our Commercial Vessels, that it will be of the highest importance to give them effectual protection from French Depradations, and it will be no less important in a Political point of view to cultivate & preserve a Good Understanding with General Touissant & the people of the Island by rendering them Friendly Offices whenever the occasion may be presented, & Justice always That our Navy being small we must make up in Activity & Enterprize for our defect of Strength & that the Health of the Crews under your Command will be best preserved by keeping them constantly cruizing which will always be the surest means of serving your Country and securing your own & the reputation of that portion of our Navy Committed to your guid-

ance -

The Protection of our Trade to Saint Domingo is so great an object that you would be sent thither immidiately were it not for the danger of the Hurricanes about that Island in August & September. It is hoped that less valuable Vessels than the Constitution may suffice till early in October — By the 10th of that month, I hope you will reach Cape Francois — It is true that Hurricanes some time occur in October but rarely and we must disregard problematical danger

Captain McNiell in the Portsmouth and the Brig Scammel are in the vicinity of Surinam for the Protection of our Trade, where they will remain & be joined before long by other Vessels — It will be proper for you on your return from Cayenne to go near Surinam & it will be

desireable that you should speak McNiell, and it may be in your power without being delayed to take under convoy a Good many American Vessels from Surinam I believe but am not certain that your Frigate draws too much Water to go into the River, up to the Town Of this you can better Judge, and if you find you can without danger shew yourself to the Town where you would be well received, it may produce some good In this however you will act as you please — It is most probable that you will remain the whole Winter & perhaps longer at Saint Domingo — You will remain there however until further orders. unless you should be driven from thence by imperious necessity -It is necessary that I should know by a Letter from Chesapeake the quantity of Provisions on board the Constitution and that you should advise me by all opportunities the state of supplies of the Vessels under your command that I may take in Season the proper arrangements for keeping you Supplied — Doctor Stevens is the American Consul at Cape Francois & Nath! Levy Navy Agent — From this Latter you will get such small articles as are indispensible —

Wishing you great Success & Glory, I have the honor to be

With Great Respect, Sir Y' Obed'

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

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

[Philadelphia]
Navy Department 27 July 1799

SILAS TALBOT, Esq!

Frigate Constitution, Hampton Roads

Sir I am honored with your Letters of the 16 & 22⁴ Inst — The Letter directed for Lieu¹ Torrey was intended for Jarvis & you did right in leaving him I never meant that L¹ Talbot should go in the Constitution unless you preferred & was aware of the objections — Yet I thought it very desireable that you should have at least One Officer of whom you knew enough to confide in him — He was ordered on to New York to take Command of the Richmond of 16 Guns but the Vessel had sailed before his arrival She will however be in port again in a few weeks when he will take the Command and I will endeavor to employ him where he may be distinguished — The Returns I have no doubt will be found as perfect as under all circumstances could have been expected — They are the first returns of the kind we have received

I am perfectly satisfied that you should act with M^r Bosworth or any other Midshipman you find meritorious as you propose — What will you do for another Surgeons Mate? You will want two, probably before you return perhaps Captain Barry can furnish you with one of his as he will cruize on the Coast for some time & may supply himself before he goes to the Islands — If you can get none from Captain Barry, or the Ship Baltimore at New York you may if you think it necessary get one at Norfolk not yet in Service, and let him act until he can receive a Commission under your appointment — If you can take in more bread at Norfolk without being delayed and salt meat also it may be desireable, as it is very expensive sending

provisions to the Islands. Judge however yourself & act accordingly — I have sent all the Warrants you requested and have the honor to be with great Respect

Sir

Your most obed Servt

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

To Master Commandant Hugh G. Campbell, U. S. Navy, from C. W. Goldsborough for Secretary of the Navy

[PHILADELPHIA]
Navy Department 27 July 1799

Capth Hugh G CAMPBELL

Brig Eagle New Castle-

Sir I have the honor to enclose your Commission as a Master Comm^t in the Navy of the United States —

I have the Honor &c

for the Secretary of the Navy

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

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

[Philadelphia]
Navy Department 27 July 1799

Lieut Comm^t WILLIAM COWPER

SIR You will proceed immidiately to Norfolk and take upon yourself the Command of the Baltimore — This vessel is now undergoing some repairs which you will expedite with all possible dispatch — When the Baltimore is ready to receive her Men & not before, you [will] commence recruiting her crew, for this purpose Captain Barron will furnish you with the Recruiting Instructions now in his possession —

I have the Honor to be

Sir

Your obed Servt

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

[27 July 1799]

Protest of Peter Sorenson, Master of the Merchant Schooner Jane, captured by the Privateer Alliance

Translation of the Spanish Protest of the Schooner Jane, Captain Sorenson

In the City of S^t John of Puerto Rico on the 27th July 1799. at ab^t 4 p. m. Appeared in my Office Peter Sorenson Mast^t of the Sch^t Jane & Jeffry Duano Mate: And said, That having sailed f^m Baltimore on the 15th ins^t bound to Curacoa belonging to the Batavian Republic, with a Cargo of Flour, Raisins, Brandy, & other Articles, they proceeded without accident until the 27th of s^t Month when they made

this Isl⁴ of P^{to} Rico bearing S.E. by S distant 6 Leagues at break of day & running before the Wind to leeward of s⁴ Isl⁴ at 9 am they descried a Sail to Windward which immediately gave chace to us, while We made all sail to get away from her: but she soon came up with & fired a Gun at us, when we discovered her to be a Cruizer & immediately hove too, while she fired another Gun with ball & some Musketry at us, which We returned with one Gun, & the Privateer continuing to fire her great Guns & small arms wh damaged our Sails We were obliged for the safety of our live's to haul down our Colours -Immediately a Prize Master & 12 Men were sent on board the Schooner, And we were carried on board the Privateer with all the Ships Papers, when we found she was called the Alliance, Capt Dupuy mounting 12 Guns win a Crew of 90 Men: And the Captain after examining the Papers ordered to steer for this Port where We arrived on the same day this 27^{th} ins^t — They therefore Protest &C* &C* Against s^d Citizen Dupuy, his Owner, & all others whom it may concern, for All Damages &C* & C* to reclaim the same where & when Opportunity may serve. In Testimony whereof &C*
Signed wth the usual formalities by the Witnesses, the Parties, & by Bernardo Campderros Noty of Gov! & Marine. -

[SDA. Spol. Disallowed Cl. SC 1819, Vol. 31.]

Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy. commanding, Saturday, 27 July 1799

Begins with moderate breezes & pleasant weather employ'd plying to windward under easy sail

at 4 PM saw a sail bore & gave chase at 5 gave over chase & hall's on a wind to the South

all hands employ'd exercising the Guns at 7 P M S[‡] Eustatia bore S W 8 leagues, S[‡] Barth[‡] N W by N 2

leagues.

Middle part light breezes & pleas[‡] at 6 AM saw a sail to windward gave chase at 9 boarded her a Danish Schooner the Sally from New Providence bound to S[‡] Thomas James A Daney master out 16

At Mer^{dn} S^t Bartholomews bore W by N 2 leagues —

Ends pleas!

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

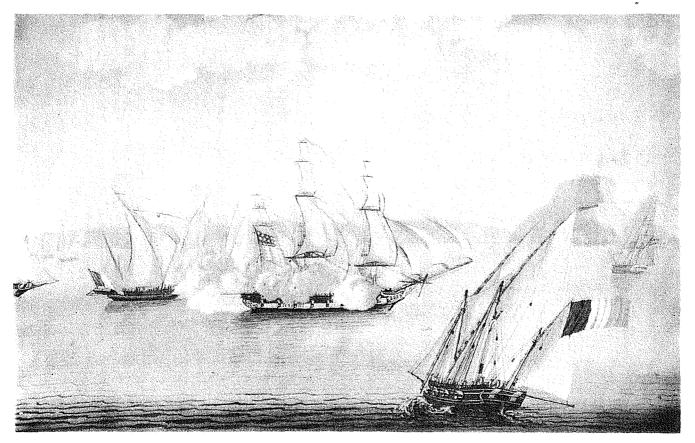
[28 July 1799]

To Elias Hasket Derby, (Senior), Salem, Mass., from Elias Hasket Derby (Junior), commanding American Armed Merchant Ship Mount Vernon of Salem

GIBRALTAR 1st August 1799

Hond Sir I think you must be surprised to find me here so early — I arrived at this port in 17½ days from the time my Brother left the Ship — in 8 days & 7 hours were up with Carvo & made Cape St Vincents in 16 days — the first of our passage was quite agreable — the later part light winds calmes & Frenchmen constantly in sight for the 4 last days — the 1 Frenchman we saw was off the Island of Terceira a Lugger to the north being uncertain of his force we stood by him to Leward on our course & soon left him; on the 28 July in the afternoon we found ourselves approaching a fleet of 50 Sail runing direct for their center at 4 OClock found our selves directly in their half moon concluded it imposible that it should be any other than the English Fleet determin'd to run for their center to avoid any appearance of a want of confidence in them, they soon dispatched an 18 Gun Ship from their center & two Frigates one from the Van & one from their Reir, to beat towards us we being to wind⁴ — on approaching under easy sail the center Ship, I fortunately bethought myself that it wou'd be but common prudence to stear so far to windward of him as to be about a good grape shott's distance from him, to observe his force & manuevering — when we were abrest of him he fired a friendly Gun to leward & hoisted English Colours — we imeadiately bore down & went to pass under his Quater between him & the Fleet, showing our American Colours — this movement disconcerted him & it appeared to me he conceived we were either an American Sloop of War or an English one in disguise attempting to cut him off from the Fleet; for whilest we were in the act of wearing on his Beem he hoisted French Colours & gave us his Broad side — we immeadiately brought our ship to the wind stood 1 mile beyond wore towards the center of the Fleet hove about & crossed him on the other tack about half grape shot distance & received his Broadside, many of which fell on Board & cut our sails, & two round shot struck us without much damage; all hands were active in clearing Ship for action for our surprise had been com-In about 10 minutes we commenced our stern chases & in 14 or 15 gave him our Broad side in such stile as evidently sickend him; for he immediately luffed in the wind gave his lea Broad side went in Stays in great confusion wore his Ship in a large Circle & renewed the chase at a Mile & half distance, a menuvre calculated to keep up appearances with his Fleet & to distance our shott — we received 7 or 8 of his Broadsides & I was mortifyed at not having it in my power to return him an eagual number without exposing myself to the rest of the Fleet — for I am satisfyed I should have had the pleasure of sending him home had he been seperated from the Fleet — at 12 at Night we had distanced their chasing Rockets signals all most out of sight & soon left them — We then kept ourselves in constant preperation till my arrivall here & indeade it has been requisite; for we have been in constant brushes ever since — the day after we left the Fleet were chased till night by 2 Frigates whom we lost in the dark; the next morning off of Cape St Vincents in the Latitude of Cadiz were chased by a French Latteen rigged Vessel appearantly of 10 or 12 guns one of them an 18 pounder for whome we lay too — his Mettle was too heavy for ours & his position to wind⁴ were he lay just in a situation to cast his shott over us would not allow me to cut him off; we of course bore away & saluted him with our long Nines; he conto in chase till dark when we were near by Cadiz at sun set he made a signal to his consort a Large Lugger whome we had just made a head with a strong Breese & over whome we were determined to pass our stern, did not he make way for us — he thought prudent so to do & let us pass; at midnight we made the lights in Cadiz Town but no English Fleet: after laying too till day light concluded that the French must have gain'd the assendency in Cadiz & thought prudent to proceed for this place were we arrived at 12 OClock poping at Frenchmen all the fore noon — At

10 OClock off Algeryiras [Algerias] point was seriously attacked by a large Latteiner who had on board better than 100 Men — he came so near to our broad side as to allow our 6 pound grape to do execution we gave it him handsomely - then bore away & gave him our 4 stern guns in a cool & deliberate manner doing appearantly g[r]eat exicution our bars having cut his sails considerably — he was hove into confusion & struck both his Ensigne & Pendant — I was then pusseled to know what to do with so many men our ship was runing large with all her steering sails Ringtail & Water sail out so that we could not immediately swing her to the wind & we were directly off of Algerviras Point from whence I had reason to fear she might receive assistance — & my port of Safety the Rock of Gibraltar in full view were circumstances that induced me to give up the gratification of bringing him I[t] was however a satisfaction to Lick the rascle in full view of the English Fleet who were to leward — the risque of sending here is great indeed for any Ship short of our force in men & guns but particular, heavy guns — 2 Nines are Better then 6 or 8 sixes & two long 12 or 18 pounders would do Better then 20 Sixes & could be managed with few Men — It is absolutely necessary that 2 of our Government Ships should occasionally range the Gutt & the Latt of Cadiz from the Long^q of Cape S^t Vincenes — I have now whilst writing you two or our Countrymen from above in View who are prises to these Villins — Lort S¹ Vincents in a 50 Gun Ship bound for England is just this minute in the act of retaking one of them the other goes into Algeziras without molestation — I find that nothing is to be done here to advantage but the obtaining of information from above have been offered 30 Dollars to delliver my Sugar at Naples were I think I shall go - but rather expect to sell either at Venice, Constantinople or Genoa in case the French are driven from the last place. I have concluded to touch at Malaga in Compy with Capt Young of Boston & obtain what information I can & I think I may direct Mr White how to lay out the property in his hands against my return; as I think it for your Interest to have it out of Spain — you nead have but little apprehensions for my safety as my crew are remarkably well trained & are perfectly disposed to defende themselves - & I think after having cleared ourselves from the whole French Line in so handsome a manner you may well conclude that we can affect almost any thing — If I should go to Constantinople it will be with a passport from Admiral Nelson to whome I carry a Letter to Naples; but it is not imposible I may come directly home from Naples — I am informed the spanyards do allow us to proceed to their Coloneys but of this I shall know more at Malaga were I expect to be tomorrow my Nankeens will not sell here for more than one & a half Dollars Shall take them up with me — I felt a little uneasy on my pasage out at having forgot to call at the Insurance Office to give my Note for the premium were the underwriters considerd themselves held I do not know — beg you to have it put on a right footing & Insurance made in some way for 4000 Doll⁸ more — I should be glad not to touch at Malaga but the Tobacco makes it necessary — I have purchased a few necessarys here for which have given M^t Amasly a Draught on Mess Lane & Fraser to the Amo't of fifty one pounds 12/5 Stl^g The English Fleet left this on the 30 July in pursuit of the french they have been unlucky in their wind or they must have had them my crew as well as myself are in fine health & spirits none of them have



AMERICAN ARMED MERCHANT SHIP MOUNT VERNON. BEATING OFF SEVERAL FRENCH PRIVATEERS

NEAR GIBRALTAR. 31 JULY 1799

[been] wounded though so many shott came on board & there are but few shott marks on our Ship excepts 6 through the M. T. G Sail — were obliged to blow away our Stern Boat firing on the Enemy — You nead not expect to here of any trouble about Malaga for their shores are as cleare of Frenchmen as are the coasts of America — Till my next I am your Affectionate Son

ELIAS HASKET DERBY Jun!

ELIAS H. DERBY Esq^t
Salem

[Essex Institute. Vol. 24. Ship Papers, 1738-1811.]

Extract from journal of the U. S. Ship Merrimack. Captain Moses Brown, U. S. Navy, commanding, Sunday, 28 July 1799

First part moderate breezes & pleasant weather, at 2 P M took in the light sails & hall'd up the Courses at 3 saw a sail to leeward

supposed it to be the Ganges

Middle part light breezes & pleasant at 5 AM S[†] Bartholomews bore N N W 4 miles S[‡] Kitts bore S by E 8 leagues 2 sail to windward at 8 Spoke with the *Ganges* At 9 the Cap[‡] went onboard the Comm[‡] 4 American vessells came out Lay off & on with the above vessells in Company — Ends pleasant

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

Extract from journal of Lieutenant John Mullowny, U.S. Navy, commanding United States Ship Montezuma, 28 July 1799

Gentle breezes, & pleasant weather
Took a pilot on board
Light airs of wind —
Cape Henlopen bore N. W. ½ N. —— 2 leagues Distant
[NA.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]
Navy Department 29 July 1799

John Adams Esq!
President of the US—

Sir After having obtained your approbation of an Enterprize to the Coast of Spain &? for the two largest Frigates it is painful for me to propose a different arrangement — but so much time has elapsed in getting the Constitution to Sea, and I have yet no account that she has yet got out, that I fear it would be the 15th of August before the two Frigates would leave Hampton for Europe. They can safely operate in the West Indies by the middle of October — It would require 4 months for the European Expedition and there are only two months to be spared from the West Indies, where they may be employed in pursuit of an object attainable and of the highest importance. — the Security of our Trade to the Islands & to Spanish & Dutch America — Indeed my Impression of the vast immortance of

Securing the West India Trade now and laying a good foundation for it in future is so strong that I almost consider it Treason against the true Interest of the Country to employ a Vessel elsewhere which can be employed in the West Indies while a single French Armed Vessel remains to infest those seas — Influenced by such considerations I shall venture to put a stop to the European Expedition & to send orders to Talbot at Norfolk to proceed immediately to Cayenne and to remain in that vicinity till about the 20 Sept! & thence to proceed by Surinam Guadeloupe & to Cape Francois So as to arrive there about the 10th of October, and to assume the Command of all our Vessels on that Station for the Winter, — He will be useful at Cayenne where the French may be too formidable for M°Neill and the 12 Gun Brig sent to join him & he will there be out of danger from the Hurricanes

Barry may remain on the Coast as well as Truxton for six or seven weeks when it will be time to go to the Islands where all the Vessels

will be employed notwithstanding the Hurricane Season —

I hope this change will not meet with your disapprobation — When the European enterprize was first thought of, it was expected the vessels would have left Norfolk early in July & that they might return time enough for the West Indies — This now seems to be impossible, or at least very doubtful —

I have the Honor to be with the highest respect & Esteem Sir

Your most obed Serv[‡]

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

To President John Adams from Secretary of the Navy

[PHILADELPHIA]
Navy Department 29 July 1799

JOHN ADAMS Esqre

President of the United States

Sir I do myself the honor to enclose a Letter from Captain Perry

on the Havana Station

It appears from this Letter as well as Letters from the Consul to the Secretary of State that our Vessels are freely admitted into the Havana except where they go from British Ports and the behaviour of the Gov^I to Perry was something more than polite

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

Sir Y[†] obed Serv[†]

B[ENJAMIN] S[TODDERT]

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

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

[Philadelphia]
Navy Department 29 July 1799

Captⁿ Hugh G Campbell Brig Eagle New Castle—

Sir You may receive M! Henry Darby on board of the Eagle under your Command

He must act in the several capacities of Purser, Captains Clerk & Stewart, and will be entitled to 40 Dollars pt month & 2 rations pt

day

I have no Blank Warrants to spare — M^t Darby must therefore for the present act under your appointment — No particular Uniform has ever been fixed on for Master Comm^t — Why should they not dress as Captains —

I have the honor

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

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

[U.S.S.] Ganges AT St BART'LE 29th July 1799

SIR Having on or about the 2^q Ins^t fallen in at sea with a certain Brig^t call'd the Young George of Boston; said to be own'd by Sam! Andrews, and Jn^o M^oPherson, avowing themselves citizens of the U: S: of America, & being on a voyage with a cargo of French produce, from Bourdeaux, clear'd for Charleston S^o Carolina — Conceiving & being firmly pesuaded of the illegality of said trade, (by the Laws of our Country) Whereby virtue of the Authority of my Commission & orders, I arrested the progress of said Brig^t and having put Officers of the United States under my command in possession of her, I order'd into the port of this Island, intending to send her to the United States, there to be tried by our Laws, whether or not, she should appear to be a fair trader.

On her arrival here I waited on his Excellency the Governor of the Island, stating the premises, and requesting his protection for her, till opportunity should present for sending her home, under convoy of some one, or more of our Public Ships — But considering, that my authority, does not extend to condemnation of the property — And willing to ameliorate the situation of the late proprietors, should our Courts adjudge the property to continue theirs, on proof that it is so — I agreed that, the Cargo they had on board (which appear'd to be far more valuable here than in America) should be sold, or barter'd, on the express condition (which I can prove) that the whole product thereof, should be ship'd on board said Brig[‡] and there remain subject to my future order.

And Whereas, the 'forenam'd Sam! Andrews, after having assented to said sale or barter, hath unjustly interfered with the delivery of the returns for said Cargo sold: You will be pleas'd as Agent for the U: S: to request his Excellency the Governor's order, for the delivery of the said returns to my Agent — to be ship'd on board said Brig! in order for her to proceed to America, & there be subjected to the decision of our Courts of Justice, appointed for the cognizance

of such causes.

I have the honor to be &c &c

T: T: [THOMAS TINGEY]

To Job Wall Esqt Consul U.S. at St Batholemews.

[NDA. Tingey LB, 1798-1800.]

[29 July 1799]

To Secretary of State from John Ross, of the Schooner Polowmac

The Hon^{p!} Timothy Pickering Esq^r Sec^r of State

SIR Expecting Hostilities to take place between the American and French Government, and being embarrassed in my Finances for want of the large Sums due to me by the Administrations at Cape Francois and Port de Paix I found it necessary to leave Baltimore the place of my Residence about the last of March 1798 for the purpose of collecting my Property from the Government & Individuals resident in Hispaniola Soon after my arrival I made collections to a large Amot & shipped them off in different vessels part of which fell into the Hands of British Cruisers & has been condemned at Jamaica for want of means to obtain Security for laying in a claim; In July following I concluded on leaving the Island loaded a small Schooner called the Potowmac with Coffee; on board of which I intended to take my Passage but before she was cleared out I was attacked with a Violent Yellow Fever that rendered me unable to move before the month of December following - On the 7th day of January last I took my Departure from Port de Paix bound to this Island as I knew I could not obtain an entry in the United States, after springing both Masts during a boisterous and tedious Passage on the 18th day of February, being then-within 50 yards of the land of this Island at Daylight I received several shot from the private commissioned Brig Genius of New York Denbo Cable commander, owned by Cadwallader R. Colden then on board, I then bore away from the land and was chased a long time by the *Genius* under French Colours, but my topsail yard being carried away & the Squaresail Tack also. I was reduced to three Sails under which the Brig Gained on me so that, she again fired over me & hoisted the American Flag. My American Ensign had been flying all the morning and as he at last shewed the Same Colours & fired under them I hove to under my Mainsail & Jib sheet hauled to windward; When the Brig came alongside we were ordered in the most insulting Language to haul down our Colours, but refused while we Saw the American Flag hoisted on board of him. He then sent his Boat on board of us, hauled down our Ensign, took all my men away except one man to attend me then in a State of Indisposition, and proceeded with my vessel & Cargo towards Tortola, the 20th Id. we entered the English Harbor at the Island called Joes Vandykes where William Wood the Lieutenant of the Brig, ordered my Flag to be reversed in the Shrouds in this situation we remained there a short time, Cadwallader R. Colden then came on board & from thence proceeded to Tortola where we arrived that night — On the 23 Id he gave orders that I should not be allowed to go on board my vessel. He caused my Cargo to be landed when I was not per-On the 7th of mitted to keep an acco^t of it and to see its condition. March I was libelled and about the 23rd of April The Judge deter; mined that he could not hold plea in the case and ordered my vessel & Cargo to be restored. The Captors to pay Costs. To transact the Business thus far I was obliged to pay four Hundred Dollars as Lawyers Fees about \$300 for Commission to my Agent and after receiving more than 11000 10 of damaged Coffee appraised @ one & a

half Dollars per 100 15 which if sound would have sold for \$21 and 5300 lb less than the cargo I had taken on board at Port de Paix which I presume has been stolen by either the Officers & Crew of the Genius or her Agent Andrew Mackenzie who received it, after loosing about 4 Months of my Time and the Expences for my support incident thereto I was permitted to depart and have arrived at this Port where I mean to remain some time for my support — As Mr Colden kept my Men and I was not able to support the Mate I had no person to Assist me in extending my Protest, and he would not allow one of them to come ashore for that purpose, for which reason I have postponed the extension of it in hopes that I shall hereafter meet with one of my Crew for that purpose — A deposition made by the Mate & myself was forwarded to Henry Cooper Esq^t American Consul at S^t Croix, But his Indisposition has prevented him from sending it to I shall collect all the Proofs necessary to shew how culpable Denbo Cable and C. R. Colden have been, They have robbed my vessel of several articles, such as light Sails, Spars & Rigging which I expect to be paid for by his Agent at Tortola, But as I conceive, his violent outrage on American Property, his Insults to the American Flag, and his trespass within Danish Jurisdiction are Offences of too henious a Nature to be excused and ought to be punished in the Most examplary manner. I shall spare no Trouble to lay before you the necessary Documents and shall be prepared to forward them by the next Convoy — The Brig Genius was formerly the Sloop Genius of New York mounting 12 Carriage Guns. She is expected to be within the United States and I trust this narrative of Facts will be sufficient to Authorize the proper legal measures to be pursued — I believe one of my Men by the Name of John Beauchamp is on board the Insurgente another by the name of James Davis I expect yet continues on board the Brig Genius — This said Cadwallader R. Colden has had a Tender under British Commission to cruise in Company with the Brig for the Purpose of entrapping Danish Property -Colden on board of the Tender brought in a Danish Schooner But as I had a Claim against him for Damages, He soon liberated the Dane & attempted to escape himself with the Privateer, But the Judge of Tortola granted an Arrest for him he was taken & imprisoned Privateer on her second Cruise was upset & Lost. I am a Native of the United States and Baltimore has been my place of Residence my Character is known by M. M. Henry the present Secretary at War. and as Capt Bainbridge is just on the point of going on board I shall here close this Narrative & remain most respectfully

Your very Humble Serv[‡]

John Ross

St Thomas 29th July 1799 — [SDA. Misc. L, Jul-Dec. 1799.]

[29 July 1799]

Extract from Letter to Secretary of State, from James Simpson

Duplicate

TARIFFA ISLAND 30th July 1799

Sir

In addition to the unpleasant news I have been detailing from the other side, I am concerned to add that my removal from there has brought me to Witness more immediately the depredations of the French Cruizers on the Flag of the United States, in the Straits.— The 22⁴ they conducted a Schooner past this Island, taken off Cadis; and yesterday they took another in our sight, to the Eastward of this place, both armed. — Few of the Armament of the American Merchant Vessels, appear to be equal to resist these Privateers, for altho' they are small Lateen sail Vessels, yet they carry heavy Metal, and are crowded with Men.

In Nº 16 I advised the French & Spanish Fleets had that morning passed to the Westward; - an English Fleet of thirty one sail of the Line, six Frigates a Brig and a Schooner, have this day also passed in our view, to same quarter with a fresh Gale at East. -

I have the honor to be with sentiments of the highest Respect

Sir

Your Most obedient and Most Humble Servant

JAMES SIMPSON

The French Privateers, now also Capture Swedish Vessels in these Seas.

[SDA. Tangier. Vol. 1, 1797-1803.]

[Algeciras, 29 July 1799]

Extract from protest of Josiah Ingersol, Captain of the Merchant Schooner Eagle captured by French Privateer Mars

TRANSLATION

Protest.

Stamp
Third Seal 136 Maravedis, year 1799

20th July 1799 —

At the City of Algeciras the 30th July 1799 —

the wind being favorable on the 28th of the last month of June, he Sailed from the Said port bound to Gibraltar; That he proceeded on his voyage without any Material Occurence until finding himself near Cape Spartel (which was the first land he saw on the day of yesterday) he discovered a Sail that was chasing him, firing a Shot, which he answered by a Shot to Leward as Signal of Amity — That about Two oclock of the Same day, being in about Two miles distance from the Land, in front of the Island of Tarifa, where from, the Flag of Spain was discovered, he saw a Sail come from under the Land without any colours up, for reason of which he fired a Shot to Leeward;

That the said Sail having gained fast on him, he fired a Shot Waveing French Colours and altho' every exertion was used to Escape, it was impossible to Effect it, caused by the Constant fire made on him. — & That having cut him off from the Land tho Still near to it they had to [sur]render themselves; That the Said Frenchmen having come on Board they carried Seven Men and a prize Master who after having taken all the papers, possessed themselves of the Vessel, and taking the Government of the Same carried her to this Bay, where she came to anchor on the same afternoon.

[SDA. Spol. Cl. SC, Vol. 25-1819.]

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

[PHILADELPHIA]
Navy Department 29 July 1799

Mess^{r§} Stephen Higginson & C⁹
Boston

Gentlemen I am honored with your Letter of the 25th Ins^t — A Remittance of 30,000 Dollars was made to you on the 24th — The Augusta to my mortification was at Norfolk on the 16th but from the assurances of the Agent I hope she will be with you as soon as this Letter. I presume you have received the Copper for sheathing this Brig from New York and hope she can be speedily equipped for Sea — As to a general order to Lieu^{ts} to remain on board the Ship while in Port the Commanding Officer should know his duty well enough to enjoin it whenever necessary & the Lieut^s are bound to obey —

No delay can happen from this cause with an Officer who knows & means to do his duty — When it does happen, the Commander is more culpable than the inferior Officer — No difficulty respecting the Signals could have arisen but such as might have been easily obviated by very little attention on the part of Captain Little or the

Committee —

A Paper was sent with the signals painted on it, of the proper Shape & Colour — The signals themselves could be made any where — It has been the fashion to make them & every thing else here, but as it occasions trouble unnecessary Expence for transportation & is attended with no good consequences whatever I have lately supplied Bunting to the Captains to make their own signals.

I am glad the Constitution has got to sea with Talbot in her — I do not know what promises the President has made him — If the President has satisfied Talbot without affording Truxton cause in his own opinion to quit the Service, he will have done more than I thought possible — It was a most difficult Subject, embarrassed by trans-

actions in the time of General Washingtons administration —

I have the Honor to be

Gentlemen

Your obed, Serv[‡]

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

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

NEWPORT July 29 1799

The Ship General Green arrived here the 27 Inst from the Havannah, as no person is allowed to come in Town in consequence of sickness on board, we have not seen Capt Perry or any of his Officers — We learn that after the Ship left the Havanna with the vessels under her convoy, a fever prevailed on board which induced Capt Perry to come into Port, to recruit his crew — We are informed there is about 20 dead, about the same number landed at the Hospital at Coasters Harbour — We have sent off to Capt Perry what assistance & supplies he has requested — he will doubtless advise you by this Post of the circumstances —

Hon. Benjamin Stoddert.

[Newport H S. Gibbs & Channing LB.]

Extract from journal of the U. S. Ship Merrimack. Captain Moses Brown, U. S. Navy, commanding, Monday, 29 July 1799

Begins with light breezes & pleasant

at 2 P M the Cap[†] return'd onboard bore away with 3 Sch^{rg} & 1 Brig under Convoy at 6 hove too & sent instructions on board them, at 7 S[‡] Martins bore N by E 3 leagues Saba South 5 leagues Bore away under easy sail.

Middle part Squally Cloudy weather attended with some rain at 7 A M saw S[†] Croix at 8 D^o Exchanged signals with an English twenty Gun Ship who was standing to the South^d with a Sloop in Comp[‡] At mer^{dn} Saw S[‡] Thomas' bearing W by N 7 leagues

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Montexuma, 29 July 1799

[In the Bay and River Delaware.] Light airs and Pleasant — At 7 P.M. Came to 6 miles below the ledge, At 4 A.M. weighed again, At 7 past New Castle and at 12 anchored opposite Marcus Hook — [NA.]

Extract from log of the Merchant Ship Perserverance, Monday, 29 July 1799

First part this 24 Light breeze Several men of war in sight at 2 P M bolt head bore North Distant about 8 miles at 4 P M tack'd ship to the Nor'ward at 6 tack'd to Westward Bolt head bore N E B N Distant about 2 Miles at [hour omitted] tack'd ship to the N ward at 10 tack'd to the Westward saw the Eddy stone Light Bore W N W Distant about 4 Leagues at Mid Night the Eddy Stone Bore N E B N Distant about 3 Leagues gentle breeze and pleasant at 2 A M tack'd Ship to the Norward set the F Gallant sail flying jib and middle stay sail Let the reefs out of the top sails at 10 Beat to Quarters and scal'd of[f] the guns the Eddy Stone Light Bore E by N Distant 2 Leagues at 11 the Eddystone Bore E B S Distant 3 Leagues Latter part gentle gales & pleasant at 11 Tack'd ship to the Wward—

[Essex Institute.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]
Navy Department 30. July 1799

Sir I am honored with your letter of the 23⁴ Inst. — The alteration directed, shall be made in the Register of Capt. Talbotts commission — and I beg leave to add, without any regrets arising from my opinion on that subject being over-ruled. I never doubted that Talbot had merit equal to any man in our Service, notwithstanding his unwarrantable suspicion of my want of confidence in him — nor shall this suspicion produce any change in my mind, or conduct towards him.

I believe the World will think the determination a proper one it shall not be my fault, if any inconvenience to the Service is produced by it— or if any circumstance should arise out of it, to occasion you a moments pain. I have the honor to be with the

highest respect & esteem Sir Y^r most obed Serv[†]

BEN STODDERT.

[NDA photostat.]

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

[Philadelphia]
Navy Department 30th July 1799

Captain Thomas Truxton

Constellation — New York

Sin I have this day received from the President a Letter from which the following is an Extract

"In the case of Captain Talbot I am perfectly clear in my own mind that he has "been a Captain in the Navy of the United States from the time of his appoint"ment in 1794 to this Hour That a Legal Title and Estate in his office was then
"vested in him and that he has never been divested of either — The suspension
"of his Pay & Subsistence was no deprivation of his Office any more than shaking "tog the Apple is sutting days the Tree —

"off the Apples is cutting down the Tree—
"The Principle is well known & established in a multitude of cases—Suspen"sions of the functions are no deprivation of the offices—President Washington
"made a distinction at the time, and instead of discharging or dismissing Captain
"Talbot from his office or annulling his appointment only informed him that in
"consequence of an Act of Congress his pay and subsistence must be suspended or
"must cease but at the same time expressed his hope that he would be ready to
"engage in the Service when he should be called—Had President Washington
"continued in Office he might have given Talbot the Command of a Ship and
"ordered him his pay & Subsistence without a fresh nomination to the Senate and
"so might the Successors to the Office of President—Nothing can be inferred
"from my nomination of him but my desire to give satisfaction to the Senate and
"the Public—Had the Senate refused their advice and consent, I might have
"desisted from my intention of employing him, but the repetition of their consent
"is certainly no diminution of his Title—

"Far be it from me to depreciate the Merits, Services or Talents of Capt "Truxton I respect, I esteem and love the Man His Gallant behaviour & splendid "conquest of the Insurgente have won him Laurels which I hope he will live to "wear for many years after I shall be no more. But his meritorious conduct "makes no alteration in my Judgement in the state of this question — It is no "more argument for promoting him over Talbot than it is for promoting him over

"Barry & Nicholson.

"I should regret sincerely & extremely the loss of Captain Truxtun to the Navy "and to the United States and I confidently hope that he will not think of a "resignation — Talbot cannot descend without loss of reputation — Truxton "stands on safe ground and will lose no character by not rising. —

The right of determining the rank of officers is unquestionably with the President, — I have given you in his own Words the Principles which govern him in confirming to Talbot his original rank —

I need not add what unfeigned pleasure it will afford me to find that you acquiesce in the justice of his determination & give proof to the World that Conquest over the Enemies of your Country is neither the most difficult, nor the most honorable Conquest you are capable of atchieving —

You will readily perceive from the language of the President that no partiality to Talbot has weight in influencing his mind on this subject that he would not do what he thought injustice to you to gratify Talbot and that he has no view but to act justly between

you -

Change situations with Talbot and then examine your own feelings — You will find that you could not in that case bring yourself to serve as Junior to a man whose Senior Officer you had been — You can now serve under one originally appointed above you, not only without dishonor but with the highest honor to your Character — Your Country knowing that you possess every requisite to make you a valuable Public Servant would then know that you would Sacrafice all inferior considerations to her Service — It is unnecessary for me to assure you that if you continue in Service occasions will be seized with eagerness to give you opportunity of distinguishing yourself & that you will not without evident necessity be put upon Service where your feelings can be subjected to mortification

Take at least one day to consider before you answer this Letter — I have the Honor to be with great respect & Esteem.

Sir

Your most obed. Serv[‡]

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

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

[Philadelphia]
Navy Department 30th July 1799

Captain John Rodgers
Ship Maryland
Baltimore —

Sir You will make such arrangements for recruiting a Crew for the Maryland as will enable you to complete the whole number allowed

you by the time she is ready for a cruize —

You are allowed (besides Officers of Marines & 21 Privates which will be supplied you by the Major of Marines Your Commissioned & Petty Officers the latter of which you will appoint) not exceeding One hundred Men & Boys — Of this number you will recruit not exceeding Sixty able seamen the residue to consist of ordinary Seamen & Boys)

Able Seamen you will allow 17 Dollars p^r Month, ordinary Seamen & Boys from 5 to 14 Dollars according to merits, all to be entered to serve One Year from the Ships first weighing Anchor on a Cruize —

You may allow the Recruits two months advance but previously take [care] to obtain responsible Security to resort to in the event of

deserting —

You will instruct your recruiting Officers to enter none but sound and healthy persons and to suffer no indirect or forcible means to be used to induce them to enter into the Service —

I enclose you a complete sett of recruiting papers all of which you

will have kept with the utmost accuracy.

You will have a regular Acct kept of the name and station of each recruit together with a description of his person so that he may be identified at any future period.

Every man entered must take an oath agreeably to the form you

will receive herewith -

M^T Yellot will supply you with monies for the purposes of recruiting and you must advance to your Recruiting Officers who must settle their Accounts with you.

They will be allowed two Dollars for each recruit in full for every expense, but that of provisioning the men & in cases where they are recruited at a distance, their transportation to the Ship —

They must take vouchers for every expenditure of this kind — no

account can be admitted without vouchers to support it, —

Previously to your departure you will be pleased to transmit your Account & Vouchers to William Winder Esq. Accountant of the Navy Department for settlement

I have the honor to be

Sir

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

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

NewPort July 30 1799

In our respects of ye 29th Instant, we are informed of the arrival of the General Green at this Port, and that a Fever prevailed on board — We learn from the Health Officer, who was on board this morning, that there are no new cases, that the officers & crew on board are well. those in the Hospital are mostly on the recovery, none have died since her arrival. — We inclose this days paper, which contains the Physicians Certificate of the nature of the Fever — Capt Perry having requested us to furnish Eighty tons Iron ballast, and there being none here or at Providence it must be procured at New York, and thinking it probable there may be some there belonging to Government, we inclose copies of Capt Perrys letters to us & our reply, that you may give such directions to the Agents at New York or otherways for furnishing the ballast which you may judge necessary -There are constantly Packets at New York, belonging to this Port, that the Iron ballast you judge proper can be forwarded on immediately. — We shall afford every assistance required, to cleanse the Ship, & put her in order for her cruise. —

Hon. Benj^p Stoddert Esq —

[Newport HS. Gibbs & Channing LB.]

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

[Philadelphia]
Navy Department 30th July 1799

Major W. W. Burrows

Sir Officers of Marines & Twenty one Privates will shortly be wanted for the Ship Maryland Captain Rodgers at Baltimore.

You will be pleased to take measures for complying with this

requisition -

I have the Honor to be

Sir

Your obed. Serv[‡]

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

Extract from log of U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 30 July 1799

Fresh Gales and Squally. At half past 12 reefd the courses and set the Mainsail. at 2 Set close reefd Fore and Main Topsails

At 4 Do Weather

At 5 Set the Mizen Topsail close reefd and Main Staysail

At 8 More Moderate

At 12 Moderate breezes and Cloudy weather

Middle Part light breezes and Cloudy

At 5 Saw a strange sail bearing N by E wore to the Eastw⁴ and Gave chace, At 6 out Close reef and Swayd up Top Gallant masts,

At 7 Shortnd sail and Spoke with the Chace

She prov'd to be an American Schooner from Union river bound to St Bartholomews hauld to the wind made and shortnd sail as Nessasary Employd cleansing between decks

[Latitude Observed 36. 53 North]

[NHSC NYHS.]

Extract from journal of the U. S. Ship Merrimack, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 30 July 1799

First part fresh breezes & pleasant weather running down under easy sail at ½ past 2 PM came too in S^t Thomas' road in 9 fathoms water, took out the Cutter the 1st Lieut^t went on shore

Middle part Moderate breezes & cloudy At 7 AM the Cap[†] went on board the Norfolk at 8 return'd onboard, got under way & lay off and on the fleet got under way Consisting of [a word illegible] of 100 sail under Convoy of the Brig Norfolk & Sch[†] Retalliation

At Mer^{da} the town of S¹ Thomas' bore North 3 miles — Latter part pleasant, lay off & on waiting for the Comm^o —

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Montezuma 30 July 1799

At 6 AM weighed, and made sail up the river, and at 10 came to abreast of Fort Mifflin, At 11 the Doctor came on board, and after a thorough examination pronounced the Crew to be remarkably healthy — At 11 AM. Moored ship —

[NA.]

To Secretary of State from William Willis, U. S. Vice Consul, Barcelona, Spain

Barcelona July the 31st 1799 —

RESPECTED SIR Our information from Itally is that on the 16th Instant the french evacuated Leghorn, and that at this time all Tuscany is regain'd to the grand Duke and that the french now have little more than the Cities of Mantua and Genoa now left of all their Itallian conquests and that even these are closely Blockaded and must soon fall — thus ends the pompous boasting of that haughty people — we hear no more of the tryumphant army of Itally — and they begin now to be asham'd! to mention their army of Egypt — they are astonishingly modest of late but still with all their feign'd modesty they have not forgot to accomodate themselves at the expence of others when they have it in their power — Reinhard the french Commissary being at Leghorn on the 8th instant and thinking it probable that the Austrians would be there in a day or two Seiz'd on the American Ship Juno to convey himself and suite to Marseilles — what will be the fate of the Juno on his arrival I know not, but I think she is in bad hands —

I mentioned in a former letter that I was happy to hear that the Executive of the U S was about to send an arm'd force into these Seas — The force which in my opinion would be most Service^{ble} would be four Vessels carrying from 18 to 20 guns and fitted both for rowing and sailing and they would be still more serviceable if they were to have two heavy guns in their bow and stern — these might Lay at anchor at the entrance of Ports that the French Privateers frequent and would have it in their power when they see the french privateers get under way, to go out with them, this I am confident would be the means in a very short time of Breaking up the french Privateers in the Gut of Gibraltar. these with a frigate to sail up and down the Spanish Shores, in the Mediterranean would I have no doubt, be a most salutary protection to our Commerce in these Seas —

The two American Captains Viz Plummer and Spooner are still detain'd at Majorca and heaven only knows when they will be reliev'd — I enclose you coppies of the last letters I have rec'd from that Island M^r Jaudenes' letter will show you his friendly desposition toward our Countrymen — It appears now to me to be a wanton act of neglect and injustice in this government to detain them, as they have already acknowledged by their liberating them from Prison that they were inocent of the charges Brought against them that of being English Spies —

I am still unfortunate in not having my exequator in conformity to my Commission, which ties my hands in such a manner that I should only be a mere Cypher was I to go to Majorca — I have appointed Manuel Charbonnel Agent in that place and shall get him acknowledgd by the Government of that Island as soon as my Exequator arrives — Nothing will be wanting in me to the extent of my power to relieve my Countrymen and protect them from injustice and oppression —

I am Sir with Respectful Esteem

Your Hble Servi

WILL! WILLIS

To the Honbie

Timothy Pickering Secretary of State Philadelphia

[SDA. Barcelona. Vol. 1, 1797-1809.]

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

[Philadelphia]
Navy Department 31st July 1799

Captain John Mullowny Ship Montezuma Fort Mifflin

Sir I have received your Letter of Yesterday and am much pleased to hear of your arrival and in such good health — I shall take immediate measures to get out the Specie, and shall want you to proceed without the least delay to S^t Kitts to bring in Prisoners — a Service which may be performed by the time your men will be entitled to their discharge

But this cannot be done so soon as they ought to be discharged,

should there be the least delay in getting out —

I have the honor to be

Sir

Y' most obed Serv

Get a good Stock of potatoes & other vegetables on board and let your Purser draw on me — You can want nothing else

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

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 31 July 1799

Begins moderate breezes & pleasant weather employ'd laying off & on waiting for the Commodore to heave in sight at 3 PM lost sight of the fleet several sail in sight to the South at 5 Spoke a Danish Kings Schooner with a Ship & Brig under Convoy standing to the North at 7 S' Thomas' Bore N W b W 3 or 4 leagues—

Middle part fresh breezes & cloudy weather at 1 AM saw S[‡] Croix, S W dist 2 leagues at 10 set T G Sails, At Mer^{dn} the Body of S[‡] Croix bore W ½ S dist 5 leagues —

Ends moderate & pleas!

[Latitude Observed 17.51 N.]

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

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