

and several jacks hoisted in different parts of the ship—all these are mentioned by Capt. Porter, and had he not acknowledged it,

James' Naval History would have furnished the information.

We should scarcely note such a trifle, were

niently stow, and ran down the coast of Chili and Peru; in this track I fell in with a Peruvian corsair, which had on board twenty-four Americans as prisoners, the crews of two whale ships, which she had taken on the coast of Chili. The captain informed me, that, as the allies of Great Britain, they would capture all they should meet with, in expectation of a war between Spain and the United States, I consequently threw all his guns and ammunition into the sea, liberated the Americans, wrote a respectful letter to the viceroy, explaining the cause of my proceedings, which I delivered to her captain. I then proceeded for Lima and re-captured one of the vessels as she was entering the port. From thence I proceeded for the Gallipagos Islands, where I cruized from the 17th of April, until the 3rd of October, 1813; during which time I touched only once on the coast of America, which was for the purpose of procuring a supply of fresh water, as none is to be found among those islands, which are, perhaps, the most barren and desolate of any known.

While among this group, I captured the following British ships, employed chiefly in the spermaceti whale fishery:—

LETTERS OF MARQUE.

	Tons.	Men.	Guns.	Pierced for.
Montezuma	270	21	2	
Policy	175	26	10	18
Georgiana	280	25	6	18
Greenwich	288	25	10	20
Atlantic	355	24	8	20
Rose	220	21	8	20
Hector	270	25	11	20
Catharine	270	29	8	18
Seringapatam	357	31	14	26
Charlton	274	21	10	18
New Zealander	259	23	8	18
Sir A. Hammond	301	31	12	18
	3,456	302	107	

As some of those ships were captured by boats, and others by prizes, my officers and men had several opportunities of showing their gallantry,

The Rose and Charlton were given to the prisoners, the Hector, Catharine and Montezuma, I sent to Valparaiso, where they were laid up; the Policy, Georgiana and New Zealander, I sent for America; the Greenwich I kept as a store ship, to contain the stores of any other prizes, necessary for us; and the Atlantic, now called Essex Junior, I equipped with twenty guns, and gave command of her to lieutenant Downes,

Lieutenant Downes had conveyed the prizes to Valparaiso, and on his return brought me letters informing me, that a squadron under the command of commodore James Hillyar, consisting of the frigate *Phoebe*, of thirty-six guns,

the *Raccoon* and *Cherub* sloops of war, and a store-ship of twenty guns, had sailed on the 6th of July for this sea. The *Raccoon* and *Cherub* had been seeking me for some time on the coast of Brazil, and on their return from their cruize, joined the squadron sent in search of me to the Pacific. My ship, as it may be supposed, after being near a year at sea, required some repairs to put her into a state to meet them; which I determined to do, and bring them to action if I could meet them on nearly equal terms. I proceeded now in company with the remainder of my prizes, to the island of *Nooahcevah* or *Madison's* island, lying in the *Washington* group, discovered by a captain *Ingraham*, of Boston; here I caulked and completely overhauled my ship, made for her a new set of water casks, her old ones being entirely decayed, and took on board from my prizes provisions and stores for upwards of four months, and sailed for the coast of Chili on the 12th of December, 1813. Previous to sailing, I secured the *Seringapatam*, *Greenwich* and *Sir Andrew Hammond* under the guns of a battery, which I erected for their protection, (after taking possession of this fine island for the United States, and establishing the most friendly intercourse with the natives,) I left them under the charge of lieutenant *Gamble* of the marines, with twenty-one men, with orders to repair to Valparaiso, after a certain period.

I arrived on the coast of Chili on the 12th of January, 1814; looked into *Conception* and *Valparaiso*, found at both places only three English vessels, and learned that the squadron which sailed from *Rio de Janeiro* for that sea had not been heard of since their departure, and were supposed to be lost in endeavouring to double *Cape Horn*.

I had completely broken up the British navigation in the Pacific; the vessels which had not been captured by me, were laid up and dare not venture out. I had afforded the most ample protection to our own vessels, which were on my arrival, very numerous and unprotected. The valuable whale fishery there is entirely destroyed, and the actual injury we have done them may be estimated at two and half millions of dollars, independent of expenses of the vessels in search of me. They have furnished me amply with sails, cordage, cables, anchors, provisions medicines and stores of every description; and the stops on board them have furnished clothing for the seamen. We had, in fact, lived on the enemy since I had been in that sea, every prize having proved a well found store-ship for me. I had not yet been under the necessity of drawing bills on the department for any object, and had been enabled to make considerable advances to my officers and crew on account of pay.

For the unexampled time we had kept the sea, my crew had continued remarkably healthy.