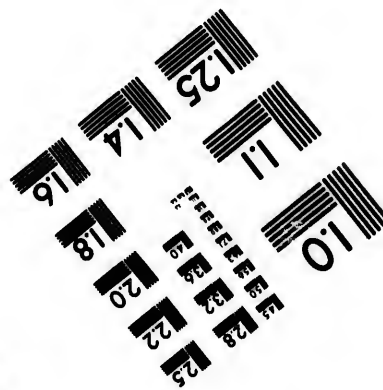
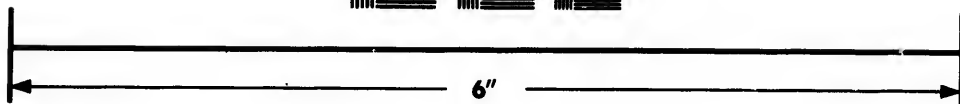
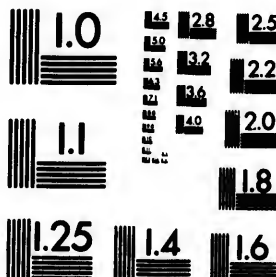


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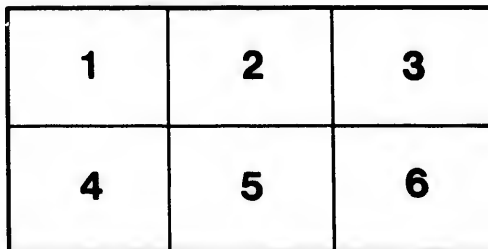
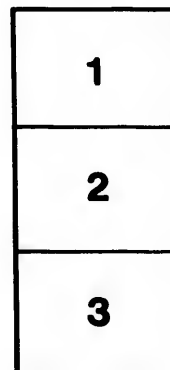
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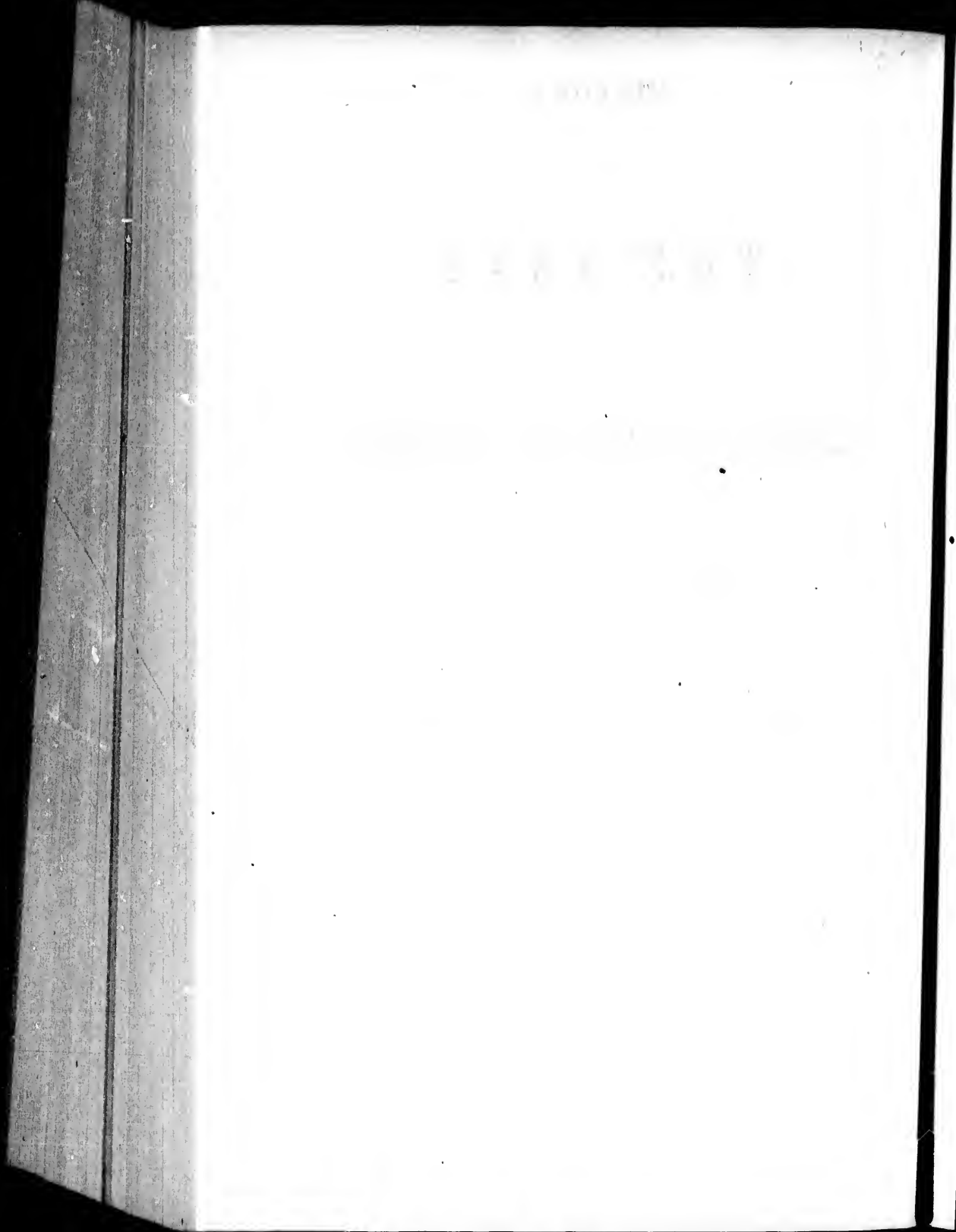


HISTORY  
OF  
THE NAVY  
OF THE  
UNITED STATES OF AMERICA.  
FROM 1815 TO 1853.

FROM MANUSCRIPTS OF J. FENIMORE COOPER, AND  
OTHER AUTHENTIC SOURCES.

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NEW YORK:  
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1853.



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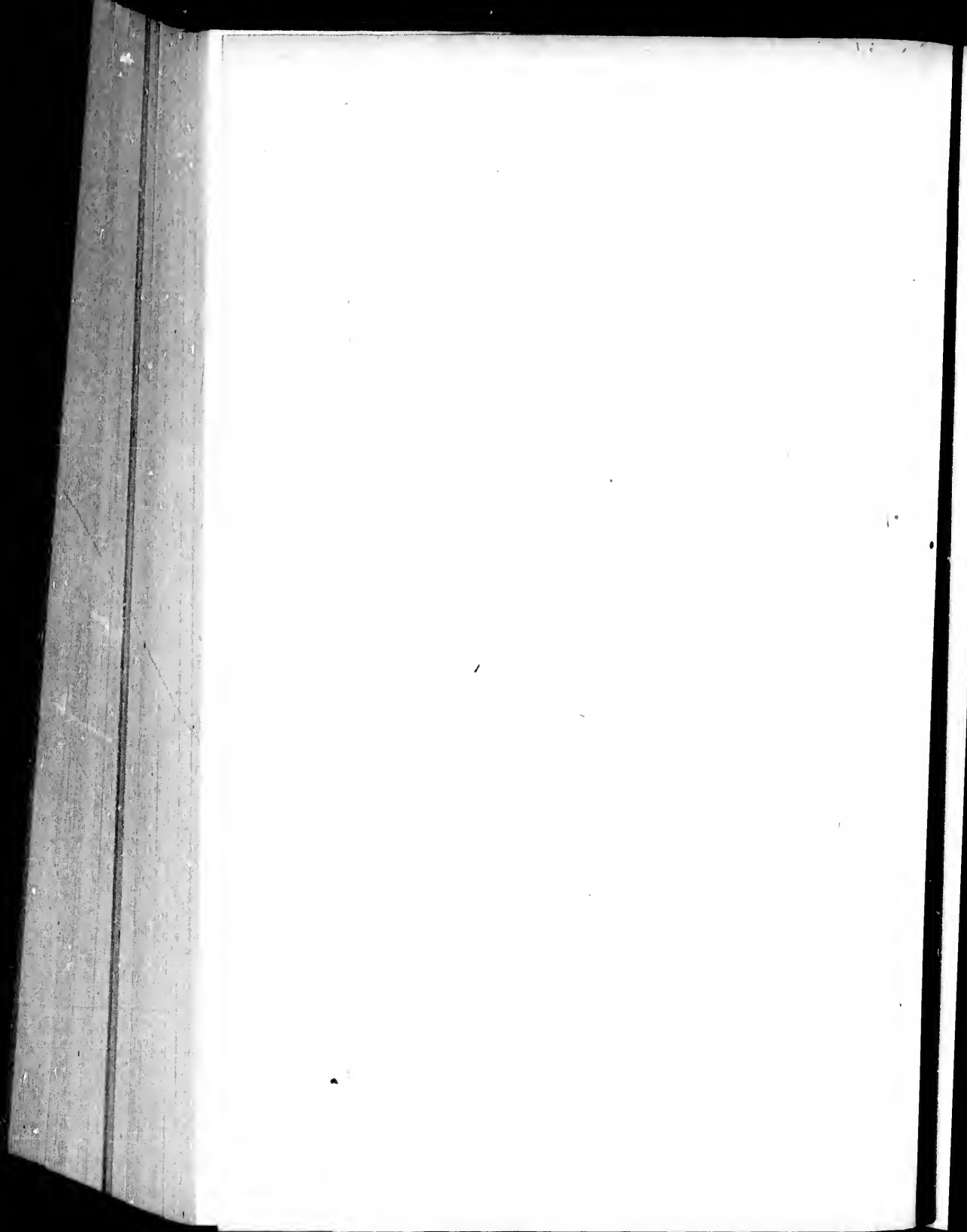
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# NAVAL HISTORY

OF THE

## UNITED STATES.

CONTINUED FROM 1815.

### CHAPTER I.

Declaration of war against Algiers—Causes of the war—Com. Decatur sails with his squadron—Captures an Algerine frigate and brig—Treaty with Algiers—Loss of the *Epervier*—Settles difficulties with Tunis and Tripoli—Squadron of Com. Bainbridge—Com. Shaw left in command—Organization of the Navy Board—Increase and improvement of the Navy—Employment of ships on various stations—Death of Com. Perry—Death of Com. Decatur.

THE proclamation of the treaty of peace between the United States and Great Britain, was issued by President Madison on the 18th of February, 1815. On the 23d of the same month, the President transmitted to the House of Representatives, a report from Mr. Monroe, secretary of state, on the relations of the United States to the Barbary powers. On the same day the President also recommended to Congress "the expediency of an act declaring the existence of a state of war between the United States and the Dey of Algiers: and of such provisions as may be requisite for a vigorous prosecution of it to a successful issue." Congress complied with this recommendation, and declared war. The aggressions of Algiers date back to the year in which war was declared against Great Britain; but as American commerce was entirely shut out of the Mediterranean in consequence of that war, and as an adequate naval force could not be sent to that sea, nor operate safely against both Algiers and the British cruisers, it was neither important nor possible, at that time, to take notice of the hostile proceedings.

The spirit of the Dey of Algiers was sufficiently manifest from his acts. In the month of July, 1812, he pretended to take offence at the quality and quantity of certain military stores which were sent him by the United States in accordance with the treaty of 1795. He refused to receive the stores. He threatened to imprison the American consul-general, and to make slaves of all Americans in his dominions; and by these threats, extorted from the consul a large sum of money, which he claimed as arrearages of treaty stipulations, but which the United States denied to be due. And in the end, he compelled the consul and all Americans suddenly to leave the country, much to the injury of their affairs, and in plain violation of the existing treaty.

He then extended his aggressions to the sea. On the 25th of August,

an Algerine corsair captured the American brig Edwin, of Salem, Captain George Smith, bound from Malta to Gibraltar. The brig was taken into Algiers as a prize, and the captain and his crew, consisting of ten men, were retained as captives.

A vessel, bearing the Spanish flag, was seized and condemned in the port of Algiers, on the pretence of being an American vessel. In this vessel was an American citizen, Mr. Pollard of Virginia, who was also retained as a captive.

Efforts were made to redeem these captives, the government offering for ransom as high as three thousand dollars per man. But the Dey refused to accept the offer, and avowed his intention of increasing as much as possible the number of his captives, in order to compel the United States to come to his own terms. It was thus manifest that the Dey had ventured upon a violation of the treaty for the satisfaction of his own rapacity, probably led on by the plausible hope of impunity, inasmuch as the United States were involved in a war with the most mighty maritime power of the world. There is also sufficient evidence for the belief, that agents of the British government incited him to this course, flattering him with the assurance that in a short time the armed vessels of the United States would be swept from the ocean. The wars of continental Europe had almost entirely destroyed the commerce of all the states but Britain. Her triumphant naval power afforded a free ocean to her merchant fleets. She could afford to pay tribute to the Barbary pirates, while their depredations made commerce unsafe under the flag of weaker maritime nations, and thus threw into her own hands the great proportion of the trade which was subject to these exposures. Her statesmen by no means feared these small African states, but they humored and endured them for their own national profit. Her navy, which had in these very seas, off the Nile and off Trafalgar, won the most brilliant renown and indisputable supremacy, would have deemed it a mere incidental skirmish to drive every freebooting corsair from the highway of commerce, and to compel these lawless powers to be most timid and faithful observers of the laws of nations: but this would not have been politic. These long-indulged pirates could be advantageously used to frighten feebler nations from the track, over which British commerce might pass unmolested. And the humiliation of tribute was but a small price for such an advantage. This charge of mercenary selfishness must be admitted in order to account for England's long endurance of such an annoyance and outrage. It was far more of an annoyance and an injury to others than it was to her; she could therefore contemplate it with considerable complacency. The great competitor with her for the trade of the world had, for some time, been the United States. The motive, therefore, was strong and enticing for inducing a rupture between this competitor and the Barbary powers, at a time when the distant government in America could, by no display of force, protect its assailed commerce.

As soon, however, as the war with Great Britain was concluded by a satisfactory peace, the American government turned its attention to the work of reopening the important avenue for our commerce, which stretched along under the very citadels of these treacherous Algerines. It

took the most efficient means to punish their perfidy, and to enforce respect for its treaties and accredited representatives.

The peace had left the entire navy at the disposal of the government for this purpose. And after all the losses, hazards, and casualties of the late struggle, there was still an effective force fully adequate to the proposed undertaking. Orders were promptly issued for fitting out two squadrons, one at Boston under Commodore Bainbridge, and another at New York under Commodore Decatur. Com. Bainbridge was appointed commander-in-chief of the united squadrons. The selection of these two officers for this service was peculiarly appropriate. It was an honor deserved by both, in view of their distinguished achievements in the war just closed. It was, moreover, an act of wisdom and policy to appoint to the command, officers whose names could not but recall to the memories of the rulers of these predatory states, the former prowess and successes of the Americans on this same coast, and whose previous acquaintance would qualify them more perfectly to deal with these old enemies, either in arms or in negotiations.

The second division of the main squadron was first ready for sea. Decatur, honorably acquitted of all fault in the loss of the President in the January preceding, and honored with this mark of the continued confidence of the government, proceeded to his command. The vessels under his orders were, the frigate *Guerriere* 44, Captain Lewis, on board which vessel the commodore hoisted his broad pennant; the frigate *Constellation* 36, Captain Charles Gordon; the frigate *Macedonian* 36, Captain Jacob Jones; sloop of war *Ontario* 22, Commander Jesse D. Elliott; brig *Epervier* 18, Lieutenant Commanding John Downes; brig *Firefly* 14, Lieut. Com. George W. Rodgers; brig *Flambeau* 12, Lieut. Com. J. B. Nicholson; brig *Spark* 12, Lieut. Com. T. Gamble; schooner *Spitfire* 11, Lieut. Com. A. J. Dallas; schooner *Torch* 10, Lieut. Com. W. Chauncey.

This squadron sailed from New York on the 20th of May, 1815. When a few days out, a gale was experienced, in which the brig *Firefly* was so unfortunate as to spring her masts, and was obliged to return to port for repairs. She afterward joined the squadron of Com. Bainbridge, and was in the Mediterranean under him.

Decatur stood directly across the Atlantic, making a rapid passage for a squadron. Considering it possible that the Algerine squadron might be cruising in the Atlantic, he cautiously approached the coast of Africa, speaking every vessel coming in his way, and seeking all the information attainable. His desire was to come upon the whole fleet by surprise; for the preparations had been so rapidly made, that no rumor of hostilities, and of the sailing of a naval force, had, as yet, reached Algiers. On the 15th of June, Decatur touched at Tangiers, and from the American consul, learned that the Algerine admiral had been off that port only the day before, and had sailed for Carthage, at which port he intended to touch.

He sailed, immediately on receiving this information, to the eastward, entering the Mediterranean with the whole squadron; a part, which had separated during heavy weather, joining off Gibraltar.

On the 17th of June, being off Cape de Gatte, a large vessel was

discovered, which was soon determined to be an Algerine frigate. Chase was given, but very cautiously, lest the Algerine should take the alarm, and escape. It is probable that the chase at first supposed the squadron to be English; for the suspicion could hardly have been formed of an American force of such a size being in these seas, just at the close of a long naval war with Great Britain. By a mistake of one of the vessels in hoisting American colors, the Algerine suddenly perceiving his danger, made sail in a most seaman-like style, and tried his sailing qualities to the utmost, in a strenuous effort to escape. The Constellation had the advantage in this part of the chase, and soon opened a distant fire. In obedience to a signal from the commodore, however, she sheered off, and the Guerriere passed between her and the Algerine, thus enabling the flag-ship to engage. This, Decatur, with his usual intrepidity and skill, effected by boldly running alongside, so as to decide the combat by a close action. As he was executing this manœuvre, the Algerine poured in upon the deck of the Guerriere, a sharp and effective discharge of musketry from his tops, by which four men were wounded. Notwithstanding this, Decatur still retained his fire, and steadily held on his course, until his whole broadside could bear. Then ensued one of those terrific discharges for which the American ships had become famous, and which had commenced and decided so many bloody encounters on the sea. This produced dreadful havoc on board the enemy, and was but feebly returned. Another broadside followed, which drove all the men below, with the exception of a few musketeers, who still gallantly continued the hopeless contest. A formal surrender was not yet made, and there was an evident attempt to escape. But the Epervier, light as she was in comparison with the heavy Algerine frigate, had been gallantly brought into action by Lieut. Com. Downes, and had opened her fire, which had an effect to check this attempt. The combat was now at an end, and Decatur took possession of the prize. She proved to be the frigate Mashouda, of 46 guns, with a crew of between four and five hundred men. She was commanded by Admiral Rais Hammida, who held the highest rank in the navy of the Dey of Algiers. The running fight continued about twenty-five minutes. The loss on board the Mashouda was considerable; the prisoners stated that about thirty were killed, and thrown overboard. Four hundred and six of the crew were taken prisoners. The Admiral, Hammida, was killed in the commencement of the action on the part of the Guerriere, being cut in two by a heavy shot, on the quarter-deck of his ship. His death appeared to discourage his crew, and as a consequence, the contest was decided more speedily than it would otherwise have been. He was a man of great personal valor, and had fought his way up from the position of a common sailor to the command of the fleet. He possessed a spirit which would have impelled him to defend his ship to the very last effort of despair.

A very sad casualty occurred on board the Guerriere during the broadside firing. A gun on the main-deck bursted on its first discharge, breaking up the spar-deck, killing five men, and badly wounding and burning about thirty others. A piece of the bursting gun passed close by the head of Lieutenant John T. Shubrick, but did him no injury. Decatur warmly commended the steadiness of the men during this

accident, of a nature so likely to produce confusion, and he anxiously urged upon the government the exceeding importance of a more thorough testing of the guns. This explosion did far more damage than was effected by the fire of the enemy. A prize officer and crew were put on board the captured vessel, and she was sent into Carthage, under convoy of the Macedonian.

After this successful opening of the war, Decatur still continued his search for the main fleet. On the 19th of June, off Cape Palos, a brig, showing plain signs of being an Algerine corsair, was seen and chased for three hours. She ran into shoal water, where it was not safe for the larger vessels to follow her. Decatur directed the *Epervier*, *Spark*, *Torch*, and *Spitfire* to continue the chase. They soon opened their fire, when the Algerines ran their brig aground, and after a short resistance, surrendered. The vessel was called the *Estedio*, carrying 22 guns, and one hundred and eighty men. On boarding her, twenty-three men were found dead, and eighty were taken prisoners. The rest escaped in boats to the shore: one boat, however, was sunk in the attempt, by shot from the vessels. The brig was got off, and was also sent into Carthage as a prize.

Having learned that notice of his arrival in the Mediterranean had been sent to Algiers, and also to the rest of the Algerine fleet, in consequence of which it had taken refuge in Malta, Decatur concluded that this would be the most favorable and promising juncture for him to appear before Algiers, and try the virtue of his powers as negotiator.

Commodores Bainbridge and Decatur, in connection with William Shaler, Esq., consul-general to the Barbary powers, had been appointed commissioners to negotiate a treaty of peace with the Dey of Algiers.

As Mr. Shaler was with Com. Decatur, the majority of the commission were at liberty to take advantage of favorable circumstances, without waiting for the arrival of Com. Bainbridge. On the 28th of June, the squadron rode at anchor in the bay of Algiers. It may be supposed that its formidable appearance awakened both surprise and apprehension in the breast of the Dey. He saw its power, but he had not yet heard of its successes. Little did he imagine that his favorite admiral was killed, and his best ship was a prize. The captain of the port and the Swedish consul came on board. To them Decatur delivered a letter from the President to the Dey, in which complaints were made of the faithless violations of the former treaty, and the barbarous aggressions against the persons and property of American citizens, on the part of the Algerine government. The letter further expressed the hope of an amicable adjustment of difficulties, without a continuance of war, otherwise the utmost power of the government would be exerted to bring the Dey to terms. The captain of the port was also now first informed of the captures, the account of which was confirmed to his satisfaction by the prisoners on board. The letter, the force which was on hand to sustain its doctrines, the losses already experienced and keenly felt, soon induced in the Dey a more humble and conciliatory spirit and demeanor, than he was accustomed to manifest toward the representatives of foreign powers. He sent an invitation to the commissioners to visit him at his palace, and there to make arrangements for a final settlement. His policy was to enter into a protracted course of negotiations, in order to gain time, during which he

might take advantage of some more favorable change in his affairs. Such delays Decatur wisely determined to avoid. He had the power to obtain the recognition of American rights, and he knew that naught but sheer power could gain the respect of this half-civilized despot. The commissioners, after consultation, refused to go on shore, and declared to the captain of the port and the Swedish consul, who were authorized to act for the Dey, that negotiations must be carried on on board the *Guerriere*. They also presented the draft of a treaty, to which they declared the Dey must assent, and the stipulations of which would not be essentially altered. In fine, they would have his majesty understand that they were to dictate the terms of peace, and not he. This was high ground to take in treating with these states; but it could be, and was, maintained.

The captain of the port now desired that at least hostilities should cease while negotiations were going on. To this request Decatur promptly replied, "Not a minute; if your squadron appears in sight before the treaty is actually signed by the Dey, and sent off with the American prisoners, *ours will capture it.*"

After further discussion, and some slight alterations in the terms, the agents of the Dey carried the treaty on shore to obtain his consent and signature. In the mean time, a corsair hove in sight, coming in toward the harbor, close under the shore. True to his word, that hostilities should not cease until the treaty was assented to, Decatur made signal for the squadron to chase. This movement of the fleet hastened matters on shore, for soon the boat, with a white flag, was seen coming off. It had been agreed that this should be the signal that the treaty was really signed. When discovered, therefore, making all haste toward the *Guerriere*, Decatur felt obliged to order the chase to be relinquished.

This treaty secured for the Americans advantages, in some points, over all other nations, and in all respects placed them on a footing with the most favored. Its principal articles provided, that no more tribute should be paid; that no Americans should be enslaved; that all American vessels should be treated hospitably, and their wants relieved in Algerine ports; that the neutrality of the Algerine ports should be maintained in case of war; and that, generally, the Regency should subject itself to the recognized law of nations. The captives held at the time were also given up, and sent on board the flag-ship.

The prizes, which Decatur had made, were given back to the Dey, at his most urgent request, as it was found that they required considerable repairs in order to be sent home, and especially because it was urged that such restoration of the vessels would go far toward reconciling the people to a treaty, which withdrew so many of their long-allowed privileges. The Dey was but a late usurper, and sat quite uneasily on his throne. It was policy for the United States to strengthen his position with his people, as this would be more likely to insure the observance of an obnoxious treaty. A little of the secret history of this despotic court is revealed in the remark of the Dey's prime minister to the British consul, while this work of justice was going on,—“You told us that the Americans would be swept from the seas in six months by your navy, and now they make war upon us with some of your own vessels, which they have taken from you!”

Thus, by decision and firmness, justified by the advantages gained and at command, Decatur, in the space of twenty-four hours from his arrival, had in his hands a treaty such as had never been obtained from any of the Barbary powers by any of the great nations of Europe. This had been accomplished in forty days from the time of his departure from New York. In the close of their dispatch to the government, transmitting the treaty, Decatur and Shaler say,—“As this treaty appears to us to secure every interest within the contemplation of the government, and as it really places the United States on higher grounds than any other nation, we have no hesitation, on our part, in fulfilling such of its provisions as are within our power, in the firm belief that it will receive the ratification of the President and Senate.”

Decatur deemed it advisable to send home one of his vessels with the treaty, and an account of his cruise thus far. He selected the brig *Epervier* for this service, and gave the command of her to John Templer Shubrick, the first lieutenant of the *Guerriere*. Captain Lewis was desirous of returning home, and obtained leave. This left a vacancy in Decatur's own ship, to fill which he transferred Captain Downes from the *Epervier*. The latter vessel sailed immediately on these changes, and the termination of her voyage is, up to the present time, wrapt in mystery. She passed Gibraltar about the 12th of July. A brig, resembling her, was seen by a British West-India fleet, during a very heavy gale, and in a position where she might have been; but no distinct information has ever been gained respecting her. In her were lost, Captain Lewis, Lieutenant Neale, Lieut. Yarnall, Lieut. Drury, and other officers, and also the captives who had been just rescued from Algerine servitude, and were embracing this early opportunity to return home. Lieut. Shubrick's appointment to this command was an evidence of Decatur's high appreciation of his character as an officer. He had served much under Decatur, having now been steadily with him on board the *United States*, the President during the cruise in which she was taken by the British, and the *Guerriere* during the present cruise. With him an untimely end terminated a highly honorable career.

With the prestige of this complete and rapid success, Decatur now proceeded to visit the other Barbary states, in order to apply the same effectual remedy to certain evils and wrongs, which had arisen in their relations to Americans. He appeared in the Bay of Tunis on the 26th of July. Here the American consul, M. M. Noah, Esq., laid before him an account of certain wrongs, and requested his interposition for their redress. It appears that during the war with Great Britain, an American armed brig, the *Abellino*, had captured an English merchant brig and schooner, which she carried as prizes into the neutral port of Tunis. While they were lying in this port, and under the protection of the cannon of the Bey of Tunis, the English brig of war *Lyra* ran in, cut them out, and carried them to Malta, thus boldly violating the neutrality of the port. The Bey took no measures to resist this aggression, but quietly suffered it, undoubtedly receiving in some form an adequate remuneration for his indifference to his own rights, and to the insult offered to his own independence. The influence of British agents near his person was felt here also, as well as at Algiers.



When the facts were properly set forth and established, Decatur decided upon his course with characteristic promptness. He sent a communication to the Bey, by the hands of the consul, stating the facts as they had been recited to him, and demanding full indemnity within the space of twelve hours, under penalty of a declaration of war and an immediate attack. Mr. Noah landed and was admitted to an audience. His interview with the Bey he thus relates—"Tell your Admiral to come and see me," said the Bey. "He declines coming, your Highness, until these disputes are settled, which are best done on board ship." "But this is not treating me with becoming dignity. Hamuda Pacha, of blessed memory, commanded them to land, and wait at the palace, until he was pleased to receive them." "Very likely, your Highness, but that was twenty years ago." After a pause, the Bey exclaimed, "I know this Admiral; he is the same one who, in the war with Sida Yusef of Trablis, burnt the frigate." "The same." "Hum! why do they send wild young men to treat for peace with old powers? Then you Americans do not speak the truth. You went to war with England, a nation with a great fleet, and said you took their frigates in equal fight. Honest people always speak truth." "Well, Sir, that was true. Do you see that tall ship in the bay, with a blue flag, the *Guerriere*, taken from the British? That one near the small island, the *Macedonian*, was also captured, by Decatur, on equal terms. The sloop near Cape Carthage, the *Peacock*, was also taken in battle." The Bey laid down the telescope, reposed on his cushions, and with a small tortoise-shell comb, set with diamonds, combed his beard. A small vessel got under way and came near the batteries; a pinnace, with a few men, rowed toward the harbor, and one person, dressed in the garb of a sailor, was taking soundings. It was Decatur."

After this conversation and due meditation, the Bey very wisely announced his willingness to repay the owners the value of the retaken vessels and their cargoes. Decatur then landed, and paid his respects to the Bey. The money claimed, forty-six thousand dollars, was paid in his presence to the agent of the owners. This accomplished, Decatur, on the 5th of August, showed his squadron before, the stern old batteries of Tripoli, with the features of which he was so perfectly familiar. With commendable pride might he survey this field, whereon had been gained the early brightness of his renown. That reputation was now of service to his country—it aided the display of physical force. Here there was a similar transaction to that at Tunis to be attended to. The *Abellino* had also taken two prizes into this port, under the presumption of an efficient neutrality. But the British brig *Paulina*, acting on either the weakness or the willingness of the Bashaw, violated his neutral rights, and retook the prizes from under his own eyes.

The usual demand having been made, the Bashaw at first quite boldly refused to comply with it. He even took steps for a forcible resistance, drawing out his cavalry upon the shore and manning his batteries. All this did not move Decatur from his purpose, but merely led him to begin his disposition of forces for a regular attack. The memories of the past did not serve to stimulate the courage of the Bashaw, especially the fact that Decatur was the commander of the fleet now assuming a hostile

attitude in that same bay which had been illuminated by the lurid flames of the burning Philadelphia, and where even Moslem fanaticism had proved no match for American valor. So the Bashaw concluded to allow his valor to practice the lessons of his discretion, and to yield gracefully while the opportunity for such a demeanor continued. He paid the claim of twenty-five thousand dollars, and gave assurances of better conduct for the future. Decatur also had the pleasure of restoring to liberty ten captives, two of whom were Danish boys, and the rest a Sicilian family.

It was now about seventy days since the squadron left New York, and the objects of the cruise had been fully accomplished in this short space of time. The actual fighting had been very little, and the loss on our part trifling. These results are to be ascribed in part to the efficiency and decision of Decatur; yet the best qualities in a commander would have been of little avail without an adequate naval force to sustain him. The mere display of physical power is ever more conclusive, beyond all comparison, with semi-civilized states, than all moral considerations and unsupported reasonings on justice.

It is honorable to the United States that they first placed an effectual restraint upon the intolerable encroachments of these faithless powers; that they compelled the recognition of their maritime rights without the continuance of tribute; and insisted, with the needful firmness, upon the careful observance of treaties. The example thus given was soon followed by England and other European powers, until these small states, once regarded with so much terror, and indulged in their haughty address toward their superiors in every element of national honor and greatness, have declined into their proper insignificance.

The squadron under the command of Commodore Bainbridge, which followed the one under Decatur, arrived in the Mediterranean in the early part of August. It consisted of the Independence 74, which had been just finished at Boston under the superintendence of Bainbridge; the frigate Congress; the sloop of war Erie; the brig Chippewa; and the schooner Lynx. Another detachment, composed of the frigate United States, the brigs Boxer, Saranac, Firefly, and Enterprise, under the command of Commodore John Shaw, joined the main squadron shortly after. On his arrival at Gibraltar, Bainbridge of course learned that his energetic predecessor had accomplished all the objects of the expedition. He therefore proceeded, in accordance with his instructions, to exhibit his force off Algiers, Tunis, and Tripoli, that he might furnish the most convincing demonstration of the ability and readiness of the United States to protect their commerce and their agents. Interested persons had induced the belief among these ignorant people, that the United States were bound by treaty with Great Britain, not to build any seventy-four gun ships. The first vessel of this class in our navy, indeed, which was ever taken to sea, was the Independence, Bainbridge's flag-ship on this cruise. Her presence in these waters, therefore, was of consequence, as it dissipated this false belief; and this large fleet, following so soon in the wake of Decatur's, impressed these governments and their people with the power and resources of the United States, and contributed decidedly to the maintenance of peace, and the strict observance of treaties. Since this active and successful expedition, our relations with the Barbary powers

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have, with slight exceptions, been highly satisfactory. It was necessary, however, for several of the immediately subsequent years, to maintain an efficient force in these waters, and by regular visits to their ports, to remind these new friends that they were under a close surveillance.

On leaving Tripoli, Decatur sailed across to Sicily, where he landed the family he had rescued from captivity, and thence kept along the coast of Italy to Naples. All the rest of the squadron were directed to join Bainbridge, while he followed, more at his leisure, with the *Guerriere*. During the voyage from Italy to Spain, he fell in with the remainder of the Algerine fleet, consisting of four frigates and three sloops, which had escaped him during the war. Thinking that they might be tempted to retaliate, in spite of the treaty, now that they found him alone, he ordered his ship cleared for action, and the men beat to quarters. Thus prepared, he stood steadily on, and passed the whole fleet unmolested. As he passed the admiral's ship, he was hailed with the usual question, "Where are you bound?" He himself took the trumpet, and discarding nautical etiquette with his old foes and even yet uncertain friends, quite in defiance answered, "Where I please!"

In October, the entire naval force was assembled under Commodore Bainbridge at Gibraltar. It formed the largest fleet that had ever been collected under the American flag, comprising one two-decked ship, the *Independence*, five frigates, the *Guerriere*, *Macedonian*, *Constellation*, *Congress*, and *United States*, two sloops of war, seven brigs, and three schooners—in all eighteen sail. This was rather an unexpected sight beneath the rock of Gibraltar, but a few months after the close of the English war.

The purpose, for which this large force had been sent out, having been effected, it became necessary for the commander to make a new disposition of it. Decatur took the *Guerriere* home, arriving at New York on the 12th of November. Bainbridge also sailed for home, taking with him his own ship, two frigates, and all the brigs and schooners. Commodore Shaw remained in command of the Mediterranean squadron, composed of the frigates *United States* 44, the *Constellation* 38, and the sloops *Ontario* and *Erie*, each 18. In a short time also, Captain O. H. Perry, in the *Java* 44, joined the latter squadron. Bainbridge brought his squadron safely into Newport on the 15th of November. In his letter of instructions to Com. Shaw, Com. Bainbridge says: "The object of leaving this force is to watch the conduct of the Barbary powers, particularly that of Algiers, to guard against, as far as the force under your command can do, any depredations they may be disposed to commit, and to give protection to the commerce of the citizens of the United States." Com. Shaw executed these duties with fidelity, until the next year, when Com. Chauncey, in the *Washington* 74, was sent out to relieve him.

The necessity of a more thorough organization of the Navy Department had long been felt, and it was especially desirable that its executive administration should be in the charge of individuals, whose professional experience qualified them for its practical duties. To meet this necessity, Congress, in 1815, authorized the formation of a board of navy commissioners. This board was placed under the superintendence of the

secretary of the navy, and was charged with all the ministerial duties of the department, relating to the procuring of supplies and stores, the collection of materials, the construction, armament, and employment of all the vessels. Commodores Rodgers, Hull and Porter were appointed the first commissioners.

After the close of the war with Great Britain, an arrangement was effected between that country and the United States, by which the naval forces of both, on the lakes, were reduced to an equality. It was agreed that neither nation should maintain more than one vessel of war on Lake Ontario or Lake Champlain, or more than two vessels on Lake Erie or any of the upper lakes, and that each of these vessels should carry but one gun.

There was also, about this time, a very strong disposition manifested, both in and out of Congress, to effect a still greater reduction of the navy, to lay most of the vessels up, to place the officers on half-pay, and to dismiss some of the officers of each grade. Some steps were taken toward carrying out this destructive plan, but the influence of more judicious friends of the navy prevailed, and the general scheme was abandoned. On the other hand, the character which had been so nobly won by this arm of the national service in the late war with England, had established the conviction, with the great mass of the nation, of the necessity of its permanent existence as a part of the means of government, especially so in the relations of government to foreign states. A system was consequently framed for the improvement, and the gradual increase of the navy, which system has been pursued, since that time, with such emendations as enlarged experience and progressive science have suggested. The plan for this gradual increase, in connection with a special act of the session of 1819-20, contemplated the formation of a force of twelve line-of-battle ships, fourteen first-class frigates, three second-class frigates, six sloops, and a proper proportion of smaller vessels. The details of this plan have been carried out, in a good degree, respecting the larger vessels, while subsequent enactments have added largely to the number of the sloops, and somewhat to that of the brigs and schooners.

In a time of prolonged peace, the services of the national vessels must be mainly directed toward the protection of commerce in the various seas which invite it. With but few exceptions, this has been the occupation of our navy since the close of the war with Great Britain, and the settlement of our difficulties with the Barbary powers. For some years after the period mentioned, it was necessary to maintain a careful watch over the interests of commerce in the Mediterranean, since nothing but the knowledge of the presence of a strong force could restrain the predatory disposition of the inhabitants of the northern coast of Africa; and during the war between the Turks and the Greeks, this disposition did break forth into overt acts against the vessels of some nations. Several ships have generally cruised along our own coast, and in emergencies a squadron of some size has been retained on this duty. For a few years a considerable force was engaged in the West Indies, in an exterminating war upon bands of pirates, who abounded there; some account of which will be hereafter given. From about 1820, some vessels have been stationed

along the western coast of Africa, to coöperate with the cruisers of England in the attempt to suppress the slave-trade. The Pacific has also been a regular cruising ground for a portion of the national marine, where, especially during the revolutions of the South American States, it has rendered essential service in the way of protecting our commercial rights. In 1816, it was determined to send a ship of war to the Pacific, to take formal possession of the country about the Columbia river, to collect information that might be useful to commercial operations, and to give protection to those which had already been undertaken there by our citizens. The frigate Congress, Captain Morris, was directed to be prepared for this service, in August, 1816. When nearly ready for sea, her destination was changed to the Gulf of Mexico, to protect our commerce against any improper interference by the cruisers of the revolutionary governments bordering on the gulf, and on the Caribbean sea.

The Ontario sloop of war, Captain Biddle, having landed agents of the government at Rio de Janeiro, proceeded to the Pacific. After touching at the ports of Valparaiso and Lima, where Captain Biddle rendered essential services to American vessels and citizens, and exemplified in a striking manner the importance of a naval force in foreign ports, he proceeded to Columbia river, and, in August, 1818, took formal possession of the country in the name and in behalf of the United States.

The coast of Brazil, also, has for many years been deemed a regular station. In 1819, Commodore Perry was ordered to the command of the squadron on this station, being also intrusted with the discharge of certain delicate diplomatic duties. The Constellation was intended for his flag-ship, but not being ready for sea, and the object of his appointment requiring dispatch, he sailed in the sloop of war John Adams. Arrived off the mouth of the Orinoco, he transferred his pennant to the schooner Nonsuch, and ascended the river to Angostura, where he was detained several days in executing the duties of his mission. This was in midsummer, and during the most sickly part of the season. He contracted the yellow fever, and died as the schooner was approaching his own ship, on the 23d of August; he being just thirty-four years of age. He was appointed a midshipman in April, 1799. His remains were interred at Port Spain, but were afterward brought home in a ship of war, and deposited in the soil of his native state, Rhode Island. Upon the receipt of the news of the death of Com. Perry, Com. Morris was directed to proceed with the Constellation and John Adams to the Rio de la Plata, and perform the duties connected with the government of Buenos Ayres, which had been originally assigned to the former officer; having done which, he returned to the United States in May, 1820.

But a few months after the death of Perry, the navy experienced another severe loss, the attending circumstances of which were so melancholy, as to affect the entire nation with painful emotions. The event, which thus awakened general regret and grief, was the death of Com. Stephen Decatur, occasioned by a wound received in a duel with Com. James Barron. It will be remembered that Com. Barron had been suspended from the service for five years, in consequence of his conduct in connection with the attack of the Leopard on the Chesapeake in 1807. During his suspension he engaged in mercantile business, and remained

away from his country throughout the war with Great Britain. On his return, and some time after the close of the war, he sought a command according to his rank in the navy. Com. Decatur opposed his application, and expressed his opinion very freely respecting Barron's absence during the war, and his subsequent conduct. Reports, as usual in such a case, incorrectly representing Decatur's language and feelings, were conveyed to Barron's ears, and led to a correspondence between them, which was opened by Barron in June, 1819, and continued at intervals for several months, and up to the time of their hostile meeting. The course of this correspondence evinced increased exasperation of feeling on both sides; Decatur still reiterating his opinion, that Barron had rendered himself unworthy of his station in the navy, and of the privilege of honorable service; and Barron, while defending himself against Decatur's severe charges, refusing to explain to his antagonist the real cause of his remaining abroad, while his country was engaged in a war to so great an extent maritime in its character. It afterward appeared that pecuniary embarrassment was the real reason of Barron's singular conduct. Had this been known, the generous Decatur would have been the last person to taunt a fellow-officer, who had already endured so much as Barron had. The correspondence, however, led to a challenge from Barron to Decatur; both yielding to the bloody and barbarous maxims of a most fallacious code of honor, which they admitted was repulsive to their moral sentiments and better feelings. Com. Elliot was selected by Barron as his second, and Com. Bainbridge appeared on behalf of Decatur. The arrangements having been very quietly made, the parties met early on the morning of the 22d of March, 1820, between Washington and Bladensburg, near the latter place. When they had taken their positions, and were ready to fire, Barron said to Decatur, "I hope, on meeting in another world, we will be better friends;" and Decatur replied, "I have never been your enemy, sir." Com. Bainbridge gave the word to fire, and both pistols went off at the same instant. The two antagonists fell, Barron being severely wounded in the hip, and Decatur having received a mortal wound in the abdomen. As they lay upon the ground, Decatur exclaimed, "I am mortally wounded, at least I believe so, and wish I had fallen in defence of my country." Barron, also considering his wound mortal, remarked that he "forgave his enemy from the bottom of his heart." Decatur was then removed to his residence in Washington, and lingered in great agony until half-past ten o'clock in the evening, when he expired. He was but forty-one years of age, and had spent twenty-two years of his life in the naval service, his warrant as a midshipman bearing the date of April 30th, 1798. Without detracting from the high merit of other officers, there were certain very favorable circumstances in the history of Perry and Decatur, which rendered them peculiar favorites with the entire nation; and their death, occurring in the very prime of their days, and with attending incidents of a very aggravating character, was felt with universal and keen regret and sorrow.

## CHAPTER II.

Mexican and South American Revolutions—Paper blockades—Piracies in the West Indies—Vessels ordered there—Captures by Lieutenants Kearney and Ramage—Com. Biddle sent with an increased force—Captures by Lieut. Gregory—Death of Lieut. Allen—Alligator wrecked—Captures by Capt. Cassin—Difficulty of suppressing pirates—Com. Porter takes the command—Affair at St. John's—Arrangement of Com. Porter's force—Various captures by Captain Cassin, Lieuts. Stribling, Newell, Watson, Kearney, Sklauer and Palou—Affair at Foxardo and Porter's recall—Com. Warrington supersedes him—Loss of the Forret—Captures by Lieuts. Sloat and McKeever—Suppression of the system of piracy.

THE example of the North American colonies, in their successful struggle for independence of English rule, in time extended its influence to the colonies of Spain. A relaxation in the vigor of her tyranny, compelled by the dread of this example, did not hinder the spread of free ideas throughout these distant dependencies. When the contest came, it was marked by an energy and a determination on the part of the colonies, which finally resulted in wresting from the crown of Spain her most extensive and valuable possessions on this continent. This series of revolutions necessarily produced a serious interference with the regular course of commerce; and this consequence the United States quickly and deeply felt. The hindrance to commercial intercourse arose from two different sources—the establishment of blockades and the ravages of pirates. The right of belligerents to blockade each other's ports, our government never disputed. But in vindication of the rights of neutrals, it maintained that the blockade should be actual and effectual; that an adequate naval force should be present to enforce it, and to render it hazardous in a merchant ship to disregard it. It will be remembered that our government had been so strenuous regarding this principle, as to maintain it by force against both France and Great Britain. Spain, unable to enforce a strict blockade, now sought to establish one along an extended line of sea-board, by mere proclamation. This paper blockade of course damaged our shipping interests, inasmuch as vessels relying upon the American doctrine on the subject, disregarded a proclamation which was not supported by an actual adequate force. The Spanish cruisers and privateers, though unable to prevent this practice by effectually guarding the proscribed ports, were able occasionally to capture an American ship, which had broken this paper blockade, and were even in the habit of making captures on the suspicion of such an intention. It became necessary, therefore, for the government to order to the West Indies a squadron capable of preventing such proceedings against our commerce, and of showing its continued determination to resist the application of this loose principle of blockade. The display of our naval force, sustaining the reasoning of our diplomatic protests, was fully successful in accomplishing the object in view. Our doctrine was admitted by the Spanish authorities, and American merchantmen pursued their course, without regarding imaginary blockades.

But the matter of piracy involved evils not so easily managed, and remedied. The unsettled state of affairs, internal revolutions, feeble

governments, a low state of morality in surrounding communities, and the debasing influence of war — all these characteristics of the times and regions conspired to foster a system of piratical enterprises in the West Indies. It is unnecessary to describe the details of this dark and destructive system. Vessels were plundered, then sent adrift, burnt, or taken possession of, as fancy or interest dictated; the officers, crews and passengers were always treated with indignity and violence, very frequently murdered in cold blood, and in some instances, their bodies after death were abused with disgusting barbarity, after cruelty had exhausted ingenuity in contrivances of insupportable torture. Indeed, the worst imaginable scenes connected with the idea of piracy, were realities in the career of these lawless bands. It must not be understood that every instance was thus marked with every possible horror; but that the enormities mentioned formed a fearful proportion to the ordinary outrages of these miscreants. Some of the freebooters seemed intent only on plunder, and took the steps necessary to their object with quite commendable decorum. The majority delighted in the opportunity to gratify more bloody and cruel dispositions, and when rapacity had been satisfied, or hindered in its desires, they gave way to the demands of fiercer passions. Repeated reports of such outrages, committed on our very borders, at a time of peace, when seamen expected no more than the usual perils of the ocean, soon awakened not only the fears but the indignation of the nation. Merchant ships were armed to some extent, and in some instances successfully repelled the attacks of pirates. But this was insufficient. Government was called upon to afford protection, and promptly responded to the call. Yet in estimating the credit due to the government and the navy, on account of their exertions in this service, we must remember that it required time and experience to discover the best mode of operating against the pirates, and that our entire naval force could not be safely or wisely directed against this single evil. This must account for the time which it actually took finally and fully to suppress these lawless aggressions.

In the fall of 1821, the first accounts of piracies were received in the United States. The administration immediately took measures to capture and bring to punishment the offenders. The sloop of war *Hornet*, brigs *Enterprise* and *Spark*, and schooners *Shark*, *Porpoise* and *Grampus*, with three gun-boats, were ordered to sail directly on this service.

On the 16th of October, 1821, Lieutenant Kearney, commanding the *Enterprise*, while cruising off Cape Antonio, Cuba, discovered four piratical vessels in the act of plundering three American vessels which they had just captured. They were quite in shore in shoal water, where the brig could not venture. Five boats were, therefore, sent in pursuit. The pirates being hard pressed, set fire to and burnt two schooners. The detachment, however, succeeded in capturing two schooners, and one sloop, together with some forty pirates. The brig then carried her prisoners into Charleston, to be tried under an act of Congress, passed in 1819, for the punishment of the crime of piracy.

On the 29th of October, the *Hornet*, Captain Robert Henly, captured a schooner named the *Moscow*, which he sent into Norfolk. On the 21st of December, Lieut. Kearney captured a schooner of about thirty-six

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On the 7th of January, 1822, Lieutenant Ramage, commanding the schooner *Porpoise*, attacked and captured six piratical vessels on the north coast of Cuba. He burnt five of them, and manned the remaining one for the purpose of cruising against the pirates, three of whom were taken prisoners. He also landed forty men, under Lieut. Curtis, who drove the pirates to the woods and broke up their depot. This was accomplished without loss on the part of the assailants, while the loss of the enemy must have been severe, though it could not be ascertained.

On the 6th of March, Lieut. Kearney, of the *Enterprise*, made another large capture off Cape Antonio. It consisted of three launches and four barges, with their crews, numbering about one hundred and sixty men. These were the principal captures effected by the first squadron sent out.

These successes of the cruisers gave but a slight check to the operations of the freebooters. They still committed their depredations to an alarming extent. More efficient measures were consequently adopted. Com. James Biddle was ordered to take command of the West India squadron, having as his flag-ship the frigate *Macedonian*. An addition of two hundred marines was also made to the force. The *Macedonian* proceeded to her station in the month of April, 1822. The squadron in these seas, during this year, consisted of the *Macedonian* 36; the frigate *Congress* 36; sloops of war *John Adams* 24, and *Peacock* 18; brig *Spark* 12; schooners *Alligator*, *Grampus*, *Shark* and *Porpoise*, each carrying twelve guns. The *Enterprise* was at home, refitting. The principal portion of these vessels was engaged directly in the suppression of piracy, while the remainder was occupied in the general protection of commerce, and in furnishing convoy to merchantmen. On the 16th of August, 1822, Lieut. Gregory, commanding the *Grampus*, gave chase to a brigantine. On being overtaken, the brig showed Spanish colors. But Lieut. Gregory, suspecting her to be a pirate, called upon her commander to surrender. This demand was replied to by a fire from cannon and small-arms. The *Grampus* now opened her fire in broadside, and in three minutes and a half the brig struck. When boarded she was found to be a complete wreck, with one man killed and six wounded. The *Grampus* sustained no injury. The prize proved to be the privateer *Palmira*, of Porto Rico, carrying one long brass eighteen, and eight 18lb. carronades, with a crew of eighty-eight men. The officers acknowledged that they had robbed the American schooner *Coquette*, complaint of which had been made to Lieut. Gregory. Though carrying the papers of a privateer, she was thus really doing the work of a pirate. And her capture was a warning to other privateers, which class of vessels had, before this time, in various ways, annoyed and interfered with American merchantmen.

During the month of November, in this year, the *Alligator*, commanded by Lieut. William H. Allen, was lying in the harbor of Matanzas, when information was brought on board, of late acts of piracy in the vicinity. Lieut. Allen, with great alacrity, immediately stood out of the bay, and sailed in pursuit. When about fifteen leagues from Matanzas, he came in sight of a piratical force, consisting of three well-armed vessels, carrying some three hundred men. They had five prize vessels in their possession.

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The Alligator being unable to come up with them, an attack was made upon one of the vessels in boats; Lieut. Allen taking the lead. One of the pirates opened a heavy fire upon the boats, which continued for some time, as he was under way, and the boats had to pull hard to overtake him. Thus exposed they still pressed on; Allen's boat being considerably in advance of the others, and the gallant commander standing up, and encouraging his men in their exertions. While in this position he received a musket shot in the head, and, soon after, another in the breast, which, in a few hours, proved mortal. The pirates, however, did not wait to be boarded, but deserted their vessel, when they found themselves unable to drive off the boats. They escaped with their two other schooners, but the prizes were recaptured. In this action the loss of the Alligator was, besides Lieut. Allen, two men killed, and five wounded; two mortally. It was supposed that some fourteen of the pirates were killed. The schooner taken was armed with one long twelve, two long sixes, two long threes, and two swivels. The others were also fully armed and equipped.

Lieut. Allen had attained a high reputation in the navy, for so young an officer, as he was but thirty at the time of his death. He was the second lieutenant of the brig *Argus*, Captain Allen, when she was taken by the *Pelican*, on the coast of England, in 1813, and commanded throughout the latter part of the action, when both his superior officers had been carried below severely wounded. On this occasion he fought and manœvered the brig in the most gallant and skillful manner.

Shortly after this exploit, on the night of the 19th of November, the Alligator was wrecked on Carysford Reef. Her officers and crew were all saved.

On the 28th and 30th of September, of this year, five piratical vessels were captured by Captain S. Cassin, commanding the *Peacock*.

The vessels of the squadron acted with all possible efficiency on this difficult service; still, notwithstanding the captures made, these ravages upon our commerce, and outrages upon our citizens, were rather on the increase. The difficulties of thoroughly checking them could hardly be appreciated; and the impatience and dissatisfaction manifested through the public journals of the period, evince that they were not appreciated, even by the best informed. But few of the pirates kept the open sea, so as to fall in the way of the larger cruisers. This class of ships could, therefore, effect but little toward their extermination by regular sea-fights. The main portion of the pirates were established on the coast, in the more uninhabited parts of the various islands, and issued out from their retreats on short excursions, in small schooners, barges and boats. When found on shore, unless actually taken in the act of plunder and chased in, it was oftentimes difficult to find evidence to identify them as pirates, for to appearance they were but fishermen or landsmen. Others, still, were fitted out directly from some of the principal Spanish ports, and obtained their information, from friends on shore, as to the sailing of vessels, their cargoes, and other items of importance; and instances were not wanting, in which the connivance of the authorities was apparent to the least sagacious. The labor imposed upon the officers and seamen of our navy, was consequently to be performed very much in open boats, under a

tropical sun, and amid the intricacies and dangers of unknown coasts; and, when they were fortunate enough to drive any band of these barbarians on shore, they were not permitted by the Spanish authorities to pursue them on land; and, in case of a short pursuit, the pirates had the advantage of a local knowledge, through which they could find numerous ways of escape. It was apparent, then, that the force on this service, to be made efficient, must be both peculiar and numerous. With this idea, the government, in the commencement of the year 1823, fitted out an expedition which was more adequate in its construction and size to the emergency, than any preceding it. Commodore David Porter resigned his office as commissioner of the navy, in order to take command of this expedition. His personal attention was devoted to the selection of vessels, and their preparation for the service. The squadron, when fully organized, comprised the Steam Galliot *Sea Gull*; eight small schooners, viz.: the *Greyhound*, *Jackall*, *Fox*, *Wildcat*, *Beagle*, *Ferret*, *Weasel* and *Terrier*; the transport-ship *Decoy*; and five barges, viz.: the *Mosquito*, *Gnat*, *Midge*, *Sandfly* and *Gallinipper*. Besides these, the vessels already on the West India Station were the *John Adams*, *Peacock*, *Hornet*, *Spark*, *Grampus* and *Shark*.

Commodore Porter took his squadron to sea on the 14th of February, 1823. As great publicity had been given through the press to the preparation and constitution of this expedition, and the proximity of the United States to the scene of operations could not but favor the transmission of this published information, Com. Porter wisely judged that the pirates would undoubtedly change their ground as far as possible, and therefore an immediate cruise near their old haunts would be fruitless. He consequently sailed to the windward, intending first to touch at the island of St. Thomas. His broad pennant was hoisted on board the *Peacock*. Arrived off Porto Rico, he addressed a communication to the governor on the subject of the interruptions to our commerce on the coasts of Mexico and Colombia by Porto Rico privateers, and also on the subject of the blockade of these coasts. His presence and communications here resulted in the raising of the blockade of the main, which had nominally existed up to this time, and in effectually checking the system of licensed piracy, under the name of privateering, which had long been carried on from the ports of this island.

While off this island, a very unfortunate occurrence took place, in regard to which the conduct of the authorities was wholly indefensible. On the 3d of March, Commodore Porter dispatched the *Greyhound*, Capt. John Porter, into the port of San Juan's, with the above-mentioned communication to the governor. On the 5th, he ordered Lieut. W. H. Cocke, in command of the *Fox*, to enter the same harbor, in order to ascertain the probabilities respecting an answer. As the latter was endeavoring to execute this order, he was killed by a shot from the castle, which suddenly opened a heavy fire upon the schooner, and obliged her to come to anchor under its guns. The only satisfaction offered for this insult and catastrophe was the plea, that the character of the squadron was suspected or not certainly understood, and therefore the commandant of the port had issued orders that no more of the vessels should be permitted to enter, until the arrival of the governor. Com. Porter ably refuted this

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plea, in a letter to the governor, and immediately left the island, referring the whole matter to his government. There is reason to think that this hostile act was designed as a measure of retaliation for the capture of the *Palmaira*, previously noticed.

Com. Porter now divided his force into small detachments, and in this way thoroughly scoured the coasts of all the islands to the north of Porto Rico, including St. Domingo and Cuba. Around the entire coast of this last island, piracies had been carried on to a vast extent. Every bay and inlet and key of all this region was thus carefully searched. Without doubt, the information conveyed to the pirates of the fitting out and departure of the expedition had thoroughly alarmed them, for the actual captures were by no means what might have been expected, had their hostile acts continued to the extent to which they had shortly before been prosecuted.

Com. Porter then proceeded to Thompson's island, now Key West, where he established a naval depot, and reassembled his squadron. This point he made the centre of his operations, and the rendezvous of his vessels after their short cruises. These vessels were kept constantly occupied, either furnishing convoy to the merchantmen passing in and out of the gulf, or chasing the pirates who occasionally dared to venture out. Piracy as a system was effectually broken up. Under date of April 21st, Com. Porter remarks: "I believe I can now say with safety, that there is not a pirate afloat on this part of the coast of Cuba, (the northern) larger than an open boat." On May 19th, he writes to the secretary of the navy to this effect: "I have the honor to inform you, that not a single piratical act has been committed on the coast of Cuba since organized and arranged my forces."

It must be remembered that at this time there was also a considerable British force cruising on the same service, and that the Spanish authorities were also affording more efficient coöperation than formerly. There seemed, therefore, a cheering prospect that an end would soon be put to these crimes upon the high seas.

Still, the force under Com. Porter was so small for the service, that the labor imposed upon the officers and men was exceedingly onerous; performed, as most of it was, in small vessels and open boats, by day and by night, thus exposing them to the baneful influences of the climate, and the dangerous consequences of over-exertion. The willing endurance and unceasing vigilance manifested by all, were deserving of very high commendation.

The retreat of the pirates from the sea was soon followed by their appearance in a similar dangerous character on land. In the neighborhood of Matanzas they were especially bold and alarming, roaming over the country in large bands, fully armed, and plundering and murdering the unprotected inhabitants.

With this general view of the operations and benefits of the squadron, it may be interesting to connect a more detailed account of some of the most important captures.

Information being received of a suspicious looking vessel on the coast of Cuba, Capt. Cassin was ordered in search, taking with him the schooners *Fox* and *Jackall*, and the barges *Gallinipper* and *Mosquito*. He

went off Havana, and there offered convoy to a large fleet of merchantmen, while Lieut. Stribling, in the Gallinipper, was dispatched after the pirate. On the morning of the 8th of April, this officer discovered a schooner about three miles off, working in toward shore. She appeared full of men, and evidently piratical. Muskets were fired to bring her to. She returned a smart fire of round shot, grape and musketry, and still worked hard to escape. She was soon run on shore, and the crew, with the exception of one man, escaped. Two were found killed, and others must have been severely wounded, as the captain afterward appeared at Matanzas, and acknowledged that all his crew, but three, were killed. Pursuit by land could not be made, so the party were contented with getting the vessel off, and carrying her in as a prize. She proved to be the schooner Pilot, of Norfolk, a very fast sailer, and a craft that the pirates had long wished to possess. They had captured her but eight days before. She was armed with a long twelve-pounder, and an abundance of blunderbusses and other small-arms. It is surprising that none in the assailing party were injured by her fire. Her commander was a notorious buccaneer, named Domingo, who, notwithstanding his course of life, was possessed of some sentiments of honor; for there were letters for Com. Porter and his officers on board the Pilot when Domingo took her, and he politely forwarded them, with the message, that he did not wish to deprive them of the opportunity of hearing from their friends; that he had no ill will against them; that they were only engaged in doing their duty.

During the same cruise Capt. Cassin entered a harbor noted for pirates, where he discovered a felucca standing out. She was chased; when her crew ran her ashore, and took to the land. Pursuit was made for a short distance, but the enemy knew the ground and escaped. The felucca was a new, well coppered boat, pulling sixteen sweeps, and evidently just starting on her first cruise. Capt. Cassin also broke up several different establishments where the pirates were harbored; and the latter burnt three of their own schooners on his approach.

Lieut. Newell, commanding the Ferret, discovered a large armed barge in a bay not far from Matanzas. He sent an officer with five men, all that his boat would hold, to reconnoitre. Seven boats were seen on the shore. The pirates fired upon the boat with muskets, and a shot taking effect near the water edge, the officer was obliged to retreat. The schooner then stood in shore as close as possible, and commenced firing, endeavoring to destroy the boats, for the pirates were out of harm's way behind the rocks. As she could fire only when in the act of staying, and it was blowing hard, she hauled off and went to Matanzas for a suitable boat. The next day Lieut. Newell fell in with an English brig, from which he obtained a boat; but on returning to the bay, the pirates were found to have decamped. On landing, two boats were found; the rest had been removed up a lagoon extending some miles into the country. Being unprovided with proper boats, Lieut. Newell could not follow.

In July, one of the most desperate contests and brilliant victories of the expedition, took place on the coast of Cuba. In June, several piracies were reported, as having occurred on the south side of the island. Lieut. Watson, commanding the Gallinipper, was ordered to sail round

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the entire island, giving its shores a close examination. He was accompanied by the *Mosquito*, commanded by Lieut. Inman. These barges carried, in all, twenty-six men and five officers. While cruising in Siquapa bay, near the very spot where the gallant Allen was killed, a large top-sail schooner, with a launch in company, was seen working up to an anchorage, where several merchantmen were lying. The appearance of these vessels was so suspicious, that Lieut. Watson bore up in order to discover their character. The schooner was seen to be well armed, and her deck filled with men. Lieut. Watson, therefore, showed his colors. On this the chase ran up the Spanish flag, brailed up her foresail, and commenced firing into the *Gallinipper*. Lieut. Watson kept away, and ran down upon her weather quarter, in order to board; the *Mosquito* attempting to close at the same time. But the pirates, wishing to avoid a close action, and having vessels of good sailing qualities, set all sail, and went off before the wind, compelling the barges to enter upon a long chase. At length, having run quite in shore, they anchored with springs to their cables, and seemed determined to make an obstinate resistance. As the barges now stood down for them, the pirates fired one of their heavy guns; but, though within close range, no injury was done. They then opened with small-arms, which the barges returned. After a few volleys the order was given to board, and was obeyed with a loud cheer, and the watchword "Huzza for Allen." The pirates did not wait for this hand-to-hand fight, but jumped overboard, and sought to escape by swimming to the shore. The *Mosquito* now sailed by the schooner, and passed through those that were swimming in the water, shooting many of them as she went by. The *Gallinipper* also pushed on to cut off their retreat. Some reached the launch, which still kept up her fire. But a volley of musketry soon drove her crew out of her. The men from the barges landed, and, in conrection with the local authorities, killed, wounded, or took prisoners, all who reached the shore. Many were killed in the water. So that the almost total destruction of the crews, of both the schooner and the launch, was effected; amounting, on the best information that could be gained, to some seventy or eighty men.

What is certainly remarkable, not a person on our part was even wounded. When we consider the great disparity in the number of men, the superiority in the vessel, and all the advantages which existed on the part of the pirates, this must be set down as a very brilliant naval exploit.

The schooner was called the *Catalina*, mounting one long nine-pounder and three sixes. She was commanded by a celebrated pirate named *Diabolito*, or *Little Devil*, who was killed in the action. Her career had been short, having been captured from the Spaniards just before, and this being her first piratical cruise. The launch, also captured, was about equal to one of the barges. The pirates taken prisoners by the local authorities, were sent to Matanzas; and five surviving ones, in the hands of Lieut. Watson, were taken to Havana and delivered up, to be punished under Spanish law.

In the same month, Lieut. Kearney, commanding the *Greyhound*, and Lieut. Newton, commanding the *Beagle*, landed with a force at Cape Cruz, and after a pretty sharp encounter, broke up an establishment of

the pirates, burning several houses, and capturing some ordnance, which was mounted on shore.

In the month of August, a malignant fever broke out, and spread greatly among the vessels at Thompson's Island. Its prevalence became alarming. Many died, and Commodore Porter and many of his officers were prostrated by it. It was a very natural result of their exposures and poor accommodations. When information of it reached Washington, Com. Rodgers was directed to proceed without delay to the island, taking with him a board of competent surgeons, in order that it might be determined, whether from any cause the island itself was unhealthy. In case of a fatal issue of Commodore Porter's attack, Com. Rodgers was to assume the command. In the mean time, however, Com. Porter had determined, for the safety of his men, to come to the northward, and brought most of his squadron home shortly after Commodore Rodgers had sailed for the island. After remaining a sufficient time to obtain the desired benefit of a change of air, he returned with his vessels to his station.

During the following year, 1824, piracies were carried on to some extent — committed mainly in small boats, which were concealed in shore, and made short and rapid excursions, as opportunities occurred. In the early part of the day, merchant ships were very liable to be becalmed, when near the coast of Cuba. Pirates in these boats could at such times issue out, and easily attack them, there being no chance of escape by the use of their sails. The absence of the squadron, during the latter part of the previous year, had tended somewhat to revive the spirit of these ruffian adventurers. It became quite apparent also that these desperadoes were organized into a secret association, which, in the case of Cuba, extended entirely round the island, and with which Spanish merchants of respectable standing had connections of so intimate a character, as to make them accessories to all these inhuman crimes. Nor were some agents of the custom service, and other officials of the governments of the islands, too upright and pure to make their share of profit out of this system of plunder. And it certainly wore an air of suspicion, that the Spanish authorities, when too feeble themselves to destroy the pirates on land, would not accord, to the American forces, the privilege of pursuit into their territories. A continued grievance also existed in the fact, that the actual outrages of piracy were constantly committed by vessels, bearing commissions as privateers from the Spanish authorities of Porto Rico. The little American squadron, therefore, had all these difficulties to contend against, superadded to the physical hardships of the service. The actual force of this squadron should also be borne in mind, for that portion specially directed to this one object did not much exceed in guns and men, the force of a first class frigate.

Some few captures were made during this year. Lieut. Commandant Skinner, of the Porpoise, captured a schooner, the crew of which escaped to the shore. Lieut. Comd't Paine, of the Terrier, recaptured a French ship from the pirates, and chased the latter, but they jumped from their boat and swam to the shore.

In the latter part of October, Lieut. Platt, commanding the Beagle, was informed of the robbery of an American mercantile house in St.

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Thomas. There was satisfactory evidence that the goods had been carried by the pirates into a small port on the east end of Porto Rico, called Foxardo. There had long been a good understanding with the pirates on the part of the inhabitants, if not of the local government of this town. Lieut. Platt readily agreed to afford his aid in recovering the property. He set sail immediately, and anchored in the harbor of Foxardo. He then waited upon the proper civil officers, who treated him roughly, demanded his commission, which, when sent for, they pronounced a forgery; charged him with being a pirate, and finally arrested him, and Lieut. Ritchie, who was with him, and detained them under guard during the day. After various insults on the part of the officials and the inhabitants, they were permitted to return to their vessel. As the Beagle was running off the coast, she met the John Adams standing in. Lieut. Platt went on board, and reported the treatment he had received, to Com. Porter. The decision of the latter was soon formed: he deemed this an insult to the flag of his country, which must be atoned for. The John Adams, drawing too much water to enter the bay, was ordered to a safe anchorage. The Commodore then took the Beagle and Grampus, with the boats of the John Adams, containing a part of her crew and officers under Captain Dallas, her commander, and proceeded toward Foxardo. He addressed a letter, dated November 12th, to the alcalde of the place, reciting the facts of the injury, demanding explanation and atonement, and threatening in case of refusal to make the town responsible. He gave one hour for a decision. This letter, on landing, was sent by a lieutenant with a flag of truce. Previous to this, as the vessels were coming to anchor, it was perceived that preparations were making in a shore battery to fire upon them. A boat was immediately sent with a detachment of seamen and marines, who took the battery and spiked the guns, the Spaniards fleeing without an attempt at defence. Commodore Porter now landed with two hundred men, who were formed in marching order, and moved toward the town. A battery of two guns, which raked the road in a very commanding position, was also deserted, and the guns were spiked by our men. In half an hour the town was reached, and was found prepared to make a defence. The party halted to await the return of the white flag. The authorities concluded to endure the humiliation of an explanation, rather than the evils of a contest. The alcalde and the captain of the port appeared, and in the most humble manner apologized to Lieut. Platt personally. They expressed great penitence for the wrong they had done, and promised thereafter to respect most carefully the rights of American officers. This apology was accepted, and after marching through the town the party returned to their vessels.

Com. Porter's dispatch, giving an account of this affair, produced an immediate order, dated 27th December, for his return home. The government deemed that he had overstepped the limits of his powers, and so also did the court-martial which was appointed for his trial. He offered a defence based on three grounds — the law of nations, American precedents, and the orders of the department. He was, however, sentenced to be suspended from the service for six months; and the President approved the sentence. This result so deeply affected the feelings of Com. Porter,



that he resigned, and entered into the Mexican service, where he received the appointment of commander-in-chief of the naval forces, with a salary of twenty-five thousand dollars a year.\*

Captain Lewis Warrington was appointed to succeed Com. Porter in his command. The vessels employed in the West Indies during the year 1825, were the *Constellation*, *John Adams*, *Hornet*, *Spark*, *Grampus*, *Shark*, *Fox*, the *Steam Galliot Sea Gull*, the store-ship *Decoy* and the barges.

The schooner *Ferret* was upset in a squall, on the 4th of February, 1825, off the coast of Cuba, and five of her crew were lost. The vessel sunk soon after the survivors were rescued by the *Sea Gull* and the *Jackall*.

The same system of marine police, which had been established by Com. Porter, was still maintained by his successor, the vessels being constantly occupied in watching the coasts, and affording convoy to merchantmen. As it became now a settled purpose with our government to maintain an efficient force in these seas so long as the danger existed, the depredations and cruelties of the pirates gradually diminished, as they doubtless found that their business was growing more hazardous and less profitable. Consequently, but few captures were reported during this year.

In the month of March, a piratical sloop appearing in the neighborhood of the island of St. Thomas, Lieut. Sloat, commanding the *Grampus*, cruising in that quarter, fitted out a trading sloop with two lieutenants and twenty-three men, and dispatched her in pursuit. The pirate, unsuspecting of the character of the sloop, came alongside, and at half musket shot commenced firing. Having thus drawn the other into the snare, the sloop now opened a warm and unexpected fire. The action continued about forty-five minutes, when the pirates as usual ran their vessel on shore, and took to the land. Two of them were killed, and ten were taken prisoners, after landing, by Spanish soldiers. It was a subject of special satisfaction that among the prisoners was a celebrated chief *Colfrecinas*, who had for years been the terror of the vicinity. They were all executed by the government of Porto Rico.

In the month of March, Lieut. McKeever, commanding the *Sea Gull*, accompanied by the barge *Gallinipper*, started on a cruise. Falling in with the English frigate *Dartmouth*, and two English armed schooners, he entered into an arrangement for coöperation with the boats of the frigate, on condition that he should command the party. On the afternoon of the 25th, in approaching a key, which they suspected of being a rendezvous of pirates, they discovered the masts of a vessel concealed in the bushes. When hailed she hoisted Spanish colors, and ordered the boats to keep off, at the same time training her guns upon them, and making some ineffectual attempts to fire. Part of the force was now

\* He remained in the service of Mexico until 1829, when he returned to his native country, and was appointed by President Jackson, consul-general to Algiers. This post he occupied till the French conquest of Algiers, when he was transferred to Constantinople in the capacity of *Chargé d'affaires*. He afterward came to this country on a visit, and returned accredited to the Porte as a full minister. He proved a very capable and worthy representative of his country, and rendered her valuable services in the negotiation of important treaties with the Sultan. His health, however, gradually failed, and he died at Pera, a suburb of Constantinople, on the 28th of March, 1843, at the age of sixty-three. His body was brought home and interred in the grounds of the Naval Asylum near Philadelphia.

landed, while one boat kept on, to board. The commander was ordered to come on shore, which he did after much hesitation, but then attempted to run away. The cutter, in the mean time, boarding, and resistance being made, a general firing ensued both on board and on shore. The pirates were finally subdued, with a loss on their part of eight killed and nineteen taken prisoners. Several escaped by taking to the bushes. The schooner mounted two sixes on pivots, and four large swivels, besides arms for thirty-five men. She pretended to carry Spanish papers, but they were evidently false. Cases of American goods were also found, not only in the vessel, but also concealed in the bushes on shore. The next day they chased a schooner-rigged boat, which was deserted by the crew when they found they could not escape.

Com. Warrington, in discharging the duties of this command, gained a well-deserved reputation as a vigilant, active and zealous officer. Moreover he was fully successful in accomplishing the object so long desired, the freedom of the seas from the dangerous presence of these lawless and inhuman rovers. In his message of December, 1826, the President was able to report to Congress, that piratical practices had been totally suppressed. At the same time the secretary of the navy says in his report: "The view of our interests in the West Indies, so far as they are connected with the services of the navy, is more gratifying than at any time during the last four years."

It was of course still necessary, during several years, to keep a squadron in these waters, until the permanent conviction that the United States were determined to protect their commerce effectually, was so thoroughly impressed upon this unprincipled and reckless class of men, that they abandoned all hope of a revival of their outlawed trade. In late years this region has become entirely freed from this source of annoyance and danger, and its maritime interests have been under the supervision of the home squadron.

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### CHAPTER III.

Potomac under Com. Downes ordered to the East Indies—Attack of Malays on the crew of the ship Friendship—Potomac arrives at Quallah Battoo—Landing of the forces and attack upon the town under Lieut. Shubrick—Sharp encounters at the several forts—Malays defeated and punished—Death of Com. Bainbridge—Deaths of several of the older Commodores.

The frigate Potomac 44, was selected, in 1831, to be the flag-ship of the Pacific squadron, and was placed under the command of Commodore John Downes. It was originally intended that she should convey the Hon. Martin Van Buren, lately appointed minister to the court of St. James, to England, and then proceed by way of Cape Horn to her station. But intelligence of events in the East Indies, received at this time, altered the plan, and hastened her departure in a more direct course toward that part of the Pacific. The events which caused this change were these. The ship Friendship, Captain Endicott, of Salem, Mass., was lying, on the 7th of February, 1831, in the harbor of Quallah Battoo,

on the western coast of the island of Sumatra. Her officers and crew were engaged in taking on board a cargo of pepper. The pepper was purchased of the Malays, there being large plantations in the neighborhood devoted to its cultivation; it was weighed on shore, and then carried off to the ship in her own boats rowed by natives hired for the occasion. On the morning of the day mentioned, Captain Endicott, his second mate, and four seamen were on shore as usual, attending to or watching the part of the business transacted there. The depot was situated a short distance up a river which ran through the town and emptied into the harbor. One boat received its load and was rowed to the mouth of the river, where it stopped, and, as the captain supposed, received some more natives on board; but in reality the crew was changed, a body of armed men, double the number of the former crew, taking their place. This attracted the notice, but did not awaken the fears of the party on shore, and two of them were directed to watch. The boat proceeded alongside the ship, and commenced unloading. As more were in the boat than were necessary for this purpose, the larger part went on board the ship. The mate ordered them back, but they lingered, and as he was attending to the reception of the pepper, they suddenly approached him from behind, stabbed him in the back and soon dispatched him. They also killed two seamen and wounded three others. Four seamen jumped overboard and succeeded in reaching the shore, though they swam two miles before they could safely land, as the Malays lined the beach. The ship was now in the possession of the treacherous and murderous assailants, and many more began to push off in boats to join them.

In the mean time, the party on shore perceived that there was trouble on board the vessel, and were able to step into their other boat and push out into the river, just in time to save their lives from an assault of the natives, who were exulting with delight, as they saw the signals of capture flying on board the ship. As they shoved off, Po Adam, a Malay Rajah, who was peculiarly favorable to the Americans, sprang into the boat and went with them. The captain said, "What, you come too, Adam?" "Yes," he replied; "if they kill you, they must kill me first, captain." They were intercepted by a boat at the mouth of the river, but the mate, brandishing the cutlass of Po Adam, the only weapon indeed they had, kept the enemy at bay, so that they passed out uninjured.

Seeing such numbers of Malays on board, Captain Endicott concluded that any attempt to retake the ship would be but destruction to themselves, and therefore steered for Muckie, a place twenty miles to the south, to obtain assistance. After a hard row they reached this place in the night, and found there one ship and two brigs, all American, the captains of which resolved to undertake the recapture of the *Friendship*. They proceeded to Quallah Battoo, and sent a demand to the principal Rajah for the restoration of the vessel. He refused to give her up, and tauntingly sent them word to take her "if they could." The Malays, in their attempts to get her to the shore, had run her upon a reef. The three vessels ranged as near as possible, and opened a fire upon her. This was returned both from the ship, and from the forts on shore. Finding the fire was ineffective, the Americans now manned their boats, and pulled toward the ship, with the intention of boarding. This the Malays did not care to

wait for, but threw themselves into the water and made for shore. Captain Endicott was again master of his ship, but she had been completely rifled of all valuables. Twelve thousand dollars in specie was stolen, and other property to a large amount, and as the voyage was abandoned, the entire loss to the owners was some forty thousand dollars.

This account plainly discloses distinct evidences of a concealed plan on the part of the Rajahs and people to become possessed of this ship. These evidences need not be recapitulated.

When the Friendship arrived home, her owners laid a statement of these facts before the government, and in view of the interests of commerce, it was deemed exceedingly important that a vessel of war should show itself in these seas, and obtain redress for this special and aggravated wrong. Commodore Downes was instructed to this effect.

The Potomac sailed from New York on the 21st of August, 1831, having a complement, of all ranks, of five hundred men. She touched at the Cape of Good Hope, in search of information. No very certain or extensive knowledge could be obtained respecting the place or people, to whom this first visit of an American national ship was to be made. Not even a full and reliable chart of the coast could be obtained. The place, named Quallah Battoo, is situated, as has been already stated, on the western shore of the island of Sumatra. It lies entirely open to the sea. The navigation in the vicinity is exceedingly difficult and dangerous; reefs and shoals lining the shore. The town, including the neighboring pepper plantations, and thus embracing those who may be regarded as under one government, may have had a population of four thousand souls. It is almost perfectly concealed in a thick growth of timber and jungle. Several small forts, mounted with three or four guns each, constitute its defences; which, indeed, are quite effectual against the attacks of neighboring tribes.

The Quallah Battooans form an independent community, owing no particular allegiance to any power. They pay some tribute to the King of Acheen, but he does not hold himself responsible for any of their acts. They are divided into various clans, at the head of each of which is a Rajah or chief. They are a treacherous race, acknowledging none of the laws that govern civilized nations, and in fact cannot be considered, in the light of justice and morality, as any better than pirates. They are of a warlike disposition, and in respect to courage and military skill, are by no means to be despised.

On the 5th of February, 1832, the Potomac arrived on the coast of Sumatra. Commodore Downes disguised the frigate as a merchantman, and then stood in and anchored about three miles from the town. Several officers, dressed as citizens and sailors, rowed toward the shore in a small boat, with the intention of landing, and gaining some idea of the localities. But the Malays evidently had their suspicions aroused, and manifested such signs of hostility, that it was not deemed prudent to attempt to land. Com. Downes being convinced that any mere verbal demand for satisfaction would be entirely useless, and only give time for the Malays to prepare better for their defence, determined to make an attack as soon as possible, in hopes of taking them by surprise, and securing the persons of some of the Rajahs; holding whom as hostages, he might gain higher

terms of satisfaction. Preparations to land the same night were therefore made. Two hundred and fifty seamen and marines were detailed for the duty, with proper division officers, and the whole placed under the command of Irvine Shubrick, the first lieutenant of the ship. Mr. Barry, who was the second mate of the *Friendship* at the time of the massacre, had come out as master's mate in the *Potomac*, in order that he might render service as a guide. He had a general knowledge of the position of the forts, and rendered invaluable aid in directing the attacking parties.

At a sufficient time before daylight to be unobserved, the boats were hoisted out, and the men stowed away in them; when they quietly and swiftly pulled toward shore. They went in through a heavy surf, but were all safely landed, and in fifteen minutes were formed in their line of march. Lieut. Edson led the van with the marines. The first division of the seamen was commanded by Lieut. Pinkham, the second by Lieut. Hoff, and the third by Lieut. Ingersoll. A six-pounder followed under the charge of sailing-master Totten. The boats were directed to keep company just outside the surf.

When the day dawned, the march commenced along the beach. The Malays were anticipating an attack, for their scouts were seen. Lieut. Hoff was ordered to surround the first fort, which was the most northern one. He left the main body with his division, and soon came to the outworks, consisting of a strong stockade of timber. Within this there was still a citadel, armed with small cannon. No time was afforded for parley and conciliation, for, as soon as the division approached, the Malays commenced the action by a sharp fire from all arms. They fought with great bravery and steadiness, and were found to be no mean adversaries. Lieut. Hoff succeeded in breaking through the gateway of the stockade, but the Malays still stood the attack for two hours, within their citadel. Finding it impossible to dislodge them by a distant fire, preparations were made to take the citadel by storm. It was necessary to tear up some of the palisades and to form a bridge of them, over which the eager seamen rushed, carrying the work which had so long held them in check, by an assault, which the Malays could not withstand. They fled, leaving twelve dead, but carrying their wounded with them.

Lieut. Edson, with his marines, attacked the next fort situated in the rear of the town. The Malays behaved with the same spirit here. But they could not face the marines, as with steady discipline they stormed the fort, and forced their way into it. The contest was not continued so long here as at the first fort.

Mr. Barry was unable to find the other fort in the rear of the town, so thoroughly was it concealed in the trees; so that Lieut. Pinkham, who had been sent against it with the first division, led his men through the town, and rejoined Lieut. Shubrick. The latter had already commenced his attack, with the third division under Lieut. Ingersoll, aided by the six-pounder, upon the principal fort, situated at the southern point of the town, and quite near the beach. Here the fight was long and gallantly maintained on both sides. The six-pounder was brought up, and being managed with admirable precision and skill by Mr. Totten, did great execution. The gate of the outer defences was soon forced, and the men

rushed in without reluctance, anxious to come to closer quarters with their foes. But the severest part of their work remained to be done. The stronghold, consisting of an elevated platform mounted with several cannon, still held out, and our men had to stand the fire from it without protection. The ladder to the platform had of course been removed, and in the attempt to climb up to it one of the seamen was killed and several were wounded. At this critical moment Lieutenants Hoff and Edson, having secured their victories, came up with detachments from their divisions, and took a position between the fort and the water, from which they poured in a very effective cross fire. The men in the boats were also near enough to make their fire felt in the contest. The battle now raged against the devoted Malays with exterminating severity. Although thus closely invested, and numbers falling under so well conducted a fire, they yet fought with desperation; and it was not till almost all were killed, that their position could be carried. Their guns were then spiked and dismantled.

There was still another large fort upon the opposite side of the river. It had kept up an annoying fire upon our troops from a twelve-pounder, during the attack upon the last fort. But it was found impracticable to ford the river, and it was not prudent to bring the boats around into it, so that an attack upon this one was relinquished.

The town was now fired and much of it was reduced to ashes. The fort which Lieut. Pinkham's division was unable to find, now revealed its position by opening its fire. A detachment was ordered to capture it. The Malays as usual fought fiercely. But success had animated the Americans with even unwonted zeal and impetuosity, and after a short conflict they carried this work by assault. The Malays suffered greatly at this point also. Those able to flee escaped through secret passages in the jungle, into which it was worse than useless to follow them.

The action had now continued about two hours and a half, and with success on our part at every point attacked. The surf began to increase so much as to render it unsafe for the boats to remain longer near the shore. Large numbers of Malays also began to collect in the rear of the town, and the officer in command wisely judged that further injury even to the enemy could not be necessary after the severe retaliatory measures just inflicted. The order was therefore given to re-embark, and soon the victorious troops were again on board of the frigate. This success was purchased at some cost to our own brave men, though it was comparatively small. Two men were killed; two officers and nine men were wounded. The loss of the enemy must have been very severe; for it was known that at least one hundred and fifty were killed. Among those killed was the Rajah who was principally concerned in the capture and plunder of the Friendship. Com. Downes in his report of the affair, remarks: "Lieut. Shubrick has my warmest acknowledgement for the able and gallant manner in which he conducted the expedition." In his report to Commodore Downes, Lieut. Shubrick says: "The lieutenants, commanding the different divisions, have reported to me the entire satisfaction they derived from the coolness and bravery of the officers and men under their particular commands."

The next morning the Potomac stood in, and anchored within a mile

of the town, bringing her broadside to bear upon it. The Malays thought, or pretended to think, that the Americans had no ships of war, or "ships with big guns," inasmuch as none had ever appeared off their coast. Commodore Downes thought it would be an impressive lesson for them to learn, from their own observation, the power of heavy guns. He consequently opened a fire with thirty-two pound shot upon the fort on the other side of the river, which had been so troublesome the day before. As the shot began to plough their way through the wooden structure, the Malays, abundantly convinced, fled from its slender protection. After cutting up the fort very severely, seeing white flags raised in various places, the Commodore ordered hostilities to cease. A white flag shortly came off to the ship, accompanied by several of the inhabitants, who expressed the greatest penitence for their misdeeds, sued most humbly for peace, and begged especially that no more "big guns" should be fired.

Com. Downes, through an interpreter, addressed them respecting their conduct in the case of the *Friendship*, set forth its enormity, cautioned them as to their future treatment of Americans, and threatened them with the power of his country should they again manifest similar treachery and barbarity. The Potomac then proceeded by the way of China to her station in the Pacific. After a full account, and a particular explanation of the causes which induced him to retaliate by force without any previous demand for satisfaction upon the Rajahs of Quallah Battoo, the course of Com. Downes met the approval of the government.

In 1833, the navy was called upon to mourn the death of one of its long distinguished captains; one of that number whose personal fame appears identified with the fame of the service itself. On the 28th of July in this year, Com. William Bainbridge expired in the city of Philadelphia, in the sixtieth year of his age. He entered the navy in 1798, his commission as a lieutenant being offered him by the secretary without any solicitation on his part. His career has been traced in the preceding history up to the time of his return from the Mediterranean in 1815. For several years after this he remained in command of the Boston station, being permitted also to retain on board of his favorite ship, the *Independence*, a full complement of officers and about two-thirds of a crew. In November, 1819, he was ordered to the new line-of-battle ship *Columbus*, and again sent out as the commander-in-chief of the Mediterranean squadron. He returned from this, his last cruise, in the summer of 1821. He was subsequently appointed to the command of the Philadelphia station, then to the Boston station, and then for three years was president of the Navy Board. He afterward returned to the Philadelphia station, but in 1832, was again placed in command at Boston, where, however, he remained but a short time, as the climate seriously affected his now declining health. He therefore returned to his family in Philadelphia, where he remained until his death. About two hours before he died, his mind began to wander, and he called for his sword and pistols, which not being attended to, he raised himself partially in bed, and demanded these instruments with great vehemence, and ordered that all hands should be called to board the enemy!

Though not in the order of time, we will here mention the dates of the

deaths of the older and more prominent captains, who have been so often mentioned in the main history.\*

Com. John Shaw died in Philadelphia on the 17th of September, 1823, at the age of fifty. He returned from the command of the Mediterranean squadron in 1817, and afterward commanded at the Boston and Charleston stations.

Com. John Rodgers after the close of the war with Great Britain, served as president of the Board of Naval Commissioners for twenty-one years, with but an interval of two years, when he was in command of the Mediterranean squadron, in the North Carolina 74. He died at Philadelphia on the 1st of August, 1838, aged sixty-seven years.

Com. Isaac Hull was employed at various stations on shore and also on the Navy Board. He wore a broad pennant in the Pacific, and afterward in the Mediterranean on board the Ohio 74. His death occurred in Philadelphia, on the 13th of February, 1843, in his sixty-eighth year.

Com. Jacob Jones commanded in 1821 in the Mediterranean, and in 1820 in the Pacific. He was also a navy commissioner, and commanded at various navy-yards. He died at Philadelphia on the 3d of August, 1850, in the eighty-second year of his age, being at the time the governor of the Naval Asylum.

Com. Isaac Chauncey succeeded Bainbridge, in 1816, in the command of the Mediterranean squadron. He was never at sea again, but performed the usual shore service, and while president of the Navy Board, died on the 27th of January, 1840.

Com. Jesse D. Elliot was employed in quite constant sea-service after the close of the British war. He commanded the Ontario in Decatur's squadron in the war against Algiers, and was successively on the Brazil station, and in command of the West India and of the Mediterranean squadrons. On charges in connection with this last command, he was sentenced to a suspension of four years, but was restored before the expiration of the time. He died in command of the Philadelphia navy-yard, on the 10th of December, 1845, aged fifty-six years.

Com. Melancthon T. Woolsey, who performed such good service on the lakes, hoisted a broad pennant on the Brazil station, toward the close of his life, and died soon after his return, in 1838, he being about fifty-six years of age.

Com. Lewis Warrington was the successor of Com. Porter in the command of the naval force assembled in the West Indies for the suppression of piracy. He was for some time president of the Board of Navy Commissioners, and at the time of his death, was chief of the Bureau of Ordnance and Hydrography. He died at Washington on the 12th of October, 1851.

Com. Thomas M'Donough earned his laurels early. After his great battle on Lake Champlain, he was continued in active duty; but his career was not a long one. He died on the 10th of November, 1825, at sea, when about ten days from Gibraltar, being on his return from the command of the Mediterranean squadron. He was about forty-two years of age at the time of his death.

\* Biographies of several of those whose decease is here mentioned, will be found in COOPER'S *LIVES OF NAVAL OFFICERS*, which includes Bainbridge, Shaw, Preble, Shubrick, Somers, Paul Jones, Woolsey, Perry, Dale, Barry, and a history of "Old Ironsides."



Com. James Biddle, it will be remembered, commanded a naval force against the pirates in 1822. He died on the first of October, 1848, at his residence in Philadelphia, not being in any command at the time, but having recently returned from the command of the East India squadron and on the Pacific station.

Com. James Barron never was sent to sea by the government after his unfortunate affair in the Chesapeake. His suspension lasted five years, and at different times he was in command at Philadelphia and Norfolk. When too infirm for active service, he retired to the latter place to reside, and died there in 1851, at the advanced age of eighty-three years. He held a commission as post-captain since 1709, and headed the list of captains at the time of his death.

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#### CHAPTER IV.

United States Exploring Expedition—Lieut. Wilkes appointed to the command—Sails in August, 1838—Progress to Cape Horn—First Antarctic cruise—Loss of the Sea Gull—Progress to Sydney—Second Antarctic cruise—Perils and escapes—Peacock among the ice—Return to the northward—Extensive explorations among the South Sea Islands—Attack upon Suailb—Murder of Lieut. Underwood and Midshipman Henry—Severe punishment of the natives—Arrival at the Sandwich Islands—Cruisings among various island groups—Arrival and surveys upon the north-west coast—Cruise of the Peacock—Her wreck at the Columbia river—Return of the vessels across the Pacific—Hendezvous at Singapore—Course homeward—Mutiny on board U. S. brig Somers.

The entire history of the people of the United States evinces their peculiar aptitude for maritime pursuits. The enterprise of no other nation, ancient or modern, has so rapidly given existence to so vast a commerce. During the state of colonial dependence, and in the very infancy of national independence, the genius of the nation took this direction so readily, as to give promise of some future unwonted development. That promise has been abundantly redeemed. Every sea has curled its foam, in token of subjection, under the conquering prow of the American merchantmen. Yet the nation had lived a half century in the power and prosperity of its separate existence, and had taken rank beyond dispute beside the first maritime power of the world, before the government made any attempts to investigate the many obscure points, and the many unknown portions of that great element of the earth, upon which was risked so large a proportion of the wealth of its subjects.

It was natural that even for so long a period, it should modestly leave these undertakings to such older nations as could command the leisure, the wealth, and the science necessary, while it could but encourage its seamen in the practical task of availing themselves of the labors of experienced and scientific navigators. Still it must certainly be perceived, that bare justice to so important a branch of national industry, as well as a noble spirit of emulation in the career of scientific discovery, would at some period demand that a government, representing so much mental vigor and physical greatness in the people, should perform some generous and efficient service in the cause of nautical exploration. Such considerations have prevailed, and such a demand has been responded to on the

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part of the government. As the officers, seamen, and vessels of the navy were employed in this expedition, it comes properly within the scope and intention of this work, to give a succinct account of its course and its results.

Congress, by a law of the 18th of May, 1836, authorized the equipment and employment of a portion of the national marine, for the purpose of exploring those seas in which the whale-fisheries, as well as other branches of commercial enterprise, were pursued. The appropriations of money were liberal, and the expenditures for the numerous items of outfit, necessary for so unusual a voyage, were made on the most lavish scale. But for various reasons, which need not here be set forth or discussed, the organization and departure of the expedition were delayed from month to month, until, indeed, years began to settle upon the abortive plan, and the very mention of its ambitious title would provoke ridicule. Different officers, appointed to the command, successively resigned, and finally all but one of the vessels of the number originally selected were changed. This state of things continued until the spring of 1838. On the 20th of March, 1838, Charles Wilkes, lieutenant in the navy, was directed to assume the command of the expedition.

The instructions issued to him by the Navy Department, dated the 11th of August, 1838, indicated the following objects to be aimed at: "To explore and survey the Southern Ocean, having in view the important interest of our commerce embarked in the whale-fisheries, as well as to determine the existence of all doubtful islands and shoals; and to discover and accurately fix the position of those which lie in or near the track pursued by our merchant vessels in that quarter, and which may have hitherto escaped the observation of scientific navigators."

"Although the primary object of the expedition is the promotion of the great interests of commerce and navigation, yet all occasions will be taken, not incompatible with the great purpose of the undertaking, to extend the bounds of science, and to promote the acquisition of knowledge. For the more successful attainments of these objects, a corps of scientific gentlemen, for the departments of philology, zoölogy, conchology, geology, mineralogy and botany, with artists and a horticulturist, will accompany the expedition, and are placed under your direction. The hydrography and geography of the various seas and countries you may visit in the route pointed out to you, will occupy your special attention; and all the researches connected with them, as well as with astronomy, terrestrial magnetism, and meteorology, are confided exclusively to the officers of the navy, on whose zeal and talents the department confidently relies for such results as will enable future navigators to pass over the track traversed by your vessels, without fear and without danger."

The track marked out in the instructions required a circumnavigation of the globe, with a divergence quite toward the southern pole, and so far toward the north as the western possessions of the United States extended, with frequent crossings of the Pacific Ocean and extensive cruising among its countless islands. This course it will be seen was very fully and faithfully pursued through a space of three years and ten months.

The vessels composing the squadron were, the sloop of war Vincennes,

Lieutenant Wilkes, commanding the expedition; the sloop of war Peacock, William L. Hudson, Lieutenant commanding; the brig of war Porpoise, Cadwalader Ringgold, Lieutenant commanding; store-ship Relief, A. K. Long, Lieutenant commanding; tenders Sea Gull and Flying Fish, commanded by Passed-midshipmen Reid and Knox. The tenders were originally New York pilot boats, purchased and altered for this service. The officers throughout were volunteers.

The larger portion of the summer was consumed in the necessary preparations, and even then the outfit was by no means complete. On the 8th of August, 1838, the vessels dropped down to Hampton Roads, and on the 19th of the same month they put to sea.

In the body of this work many instances are cited to enforce the nautical principle of the necessity of an approximate equality in the sailing capacity of the several vessels of a squadron amid actual hostilities; as the most unprofessional must perceive that the fastest sailing vessels must, for concert of action, conform their progress to the attainments of the dullest sailer. This expedition, which, from the nature of its objects, required a precision and an attainable harmony in the movement of all its members upon a given point, was embarrassed by a violation of the same valuable principle.

The store-ship Relief was soon found to be a dull sailer, and incapable of acting with the rest of the squadron; she was therefore ordered to proceed alone to Rio Janeiro. Subsequently she proved so much of a hindrance, that from Callao she was dispatched home, leaving her supplies at the Sandwich Islands and Sidney, and so no longer formed a part of the expedition.

The squadron first sailed for Madeira, stopping there a week; then it took a southerly course, touched at the Cape de Verde Islands, and arrived at Rio on the 24th of November. In passing over portions of the ocean where shoals or reefs were supposed to exist, the vessels sailed in open order, from three to five miles apart; thus giving the opportunity of examining carefully a space of about twenty miles in breadth, and affording means of fully determining many obscure points in hydrography. This course, pursued in all similar cases, gave many valuable results, and furnished reliable data for the science of navigation. After certain observations, surveys, and repairs, on the 6th of January, they left Rio; stopped at the Rio Negro, 41° south latitude, for the purpose of ascertaining the resources of the country, and the inducements it offered for trade; doubled Cape Horn on the 16th of February, and shortly after entered Orange Harbor, which had been appointed as the place of rendezvous.

From this point was made the first attempt at Antarctic discovery. For this purpose it was advisable not to proceed in squadron. The Vincennes was left anchored in Orange Harbor; her officers employed in making surveys and recording observations. Lieut. Com. Wilkes went on board the Porpoise, and taking the Sea Gull with him, proceeded toward the South. He penetrated as far in that direction as the season would permit. The weather becoming very unpropitious, the vessels being constantly exposed amid fogs and icebergs, and the equipments of the crew proving insufficient for such severe navigation, he was unable to

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prosecute the work of discovery to any great extent. Ho coasted along Palmer's Land and observed its course, but could not reach a high southern latitude. Here they gained their first experience of the exciting grandeur presented in the severer forms of nature in the polar regions. Both vessels returned safely to Orange Harbor about the close of March.

The Peacock, accompanied by the Flying Fish, bore off in a south-westerly direction. They soon separated in a gale. They cruised, however, mainly in the same direction, their object being to attain if possible the *ne plus ultra* of Captain Cook, and to observe the changes which might have occurred in the appearance of the ice since his time. The Flying Fish did reach within sixty miles of the desired point, and it seemed at one time that she would penetrate beyond; but the fickle weather, and the ever shifting islands of ice soon disappointed that hope. At times the ice fields closed around her, as if decreeing her destruction, but bold and skillful seamanship accomplished her deliverance. The Peacock was often exposed to like dangers, and her escapes were alike wonderful. Finding the season too far advanced for useful or safe navigation, and the crews suffering severely from the unsuitable character of the vessels for such service, they both turned northward. On the 25th of March, to their mutual joy, they fell in with each other, and sailed together until the first of April, when the Peacock bore up for Valparaiso, and the tender made her way to Orange Harbor.

The Relief, in the mean time, taking on board the most of the scientific gentlemen, proceeded toward the Straits of Magellan, in order to gain information respecting the country. But having consumed much time on the passage, and having lost her anchors while endeavoring to ride out a severe and long gale at Noir Island, which accident came very near causing the wreck of the vessel on a reef toward which she drifted, it was concluded at a council of officers, to steer directly for Valparaiso.

Thus the object of her detachment was entirely frustrated. In the latter part of May the Vincennes, Peacock, Porpoise and Flying Fish were together in the harbor of Valparaiso. Here they waited in vain for the arrival of the Sea Gull. This valuable little schooner had sailed with her consort, the Flying Fish, from Orange Harbor. A severe gale came upon them the first night they were out, when they lost sight of each other. The latter vessel regained the Harbor, and rode out the gale safely. But no account has ever been received of her companion. It is probable she was lost in the gale. Passed-midshipmen J. W. E. Reid, and F. A. Bacon, with a crew of fifteen men, were lost by this disaster. These officers had won excellent characters in the service, and their untimely end could not but cause sadness among their companions in adventure and danger.

The squadron next stopped at Callao. Both in Chili and Peru, the officers and scientific corps were active in gaining valuable information in the various departments to which they were devoted. But our limits will allow us to give only an outline sketch of even the strictly maritime labors and results of the expedition.

In accordance with instructions, they now stretched in a due westerly course across the Pacific, leaving Callao on the 12th of July. They examined various island groups lying in their course, verified some doubtful points in hydrography, added largely to their scientific accumulations, and

arrived at Sidney, New South Wales, on the 28th of November. The commander speaks warmly of the courtesy with which they were received and entertained during their stay, by the English authorities and residents.

Preparations were now made for another and more extensive cruise in the polar seas. After all that could be done in the form of repairs, it was still apparent that the vessels were but imperfectly fitted for the trying ordeal before them. The Peacock, indeed, was in such a condition, that it was involving considerable risk to take her on so perilous a voyage. But the reputation of the expedition and the honor of the nation were deeply involved in the venture, and properly proved preponderating motives, for persistence through painful uncertainties.

It was wisely determined that the members of the scientific corps should pursue their researches through the wide field opened to them in New Holland and New Zealand, during the absence of the vessels.

On the 26th of December, the expedition once more turned toward the extreme south which forbids man's approach by the savage frown of nature and the gloomy reign of death, while enticing him by the chances of discovery and renown amid her unknown wonders. Considerations relating to the safety of the vessels, the saving of time, and the awakening of a more active and promising spirit of emulation, induced Lieutenant Com. Wilkes to direct each vessel to act independently of her consorts, when arrived in the region of the designed explorations. The Flying Fish consequently parted from the squadron on the 2d, and the Peacock on the 3d of January. The Vincennes and the Porpoise remained in company until the 12th. The day previous, they came in sight of the solid barrier of ice in latitude  $64^{\circ} 11' S.$ , longitude  $164^{\circ} 53' E.$  The Peacock came up with the ice on the 15th, and the Flying Fish on the 21st, both more to the westward of the former vessels.

No doubt now remains of the existence of land within the Antarctic circle. The testimony of both French and English exploring expeditions confirms the fact, which it is claimed the American expedition first established as a part of geographical knowledge. This fact is determined by repeated and continuous observations made separately on board the Vincennes, the Peacock, and the Porpoise. And the discovery was made some days before the officers of the French expedition claim to have made the same. The American vessels coasted some sixty-five degrees of longitude along the impenetrable barrier of ice, observing throughout most of this distance, highlands evidently reaching thousands of feet in altitude, and covered with perpetual snow. They met also other decisive signs of contiguous land. All the evidence sustains the claim, that these elevated points of land are not portions of mere detached islands inclosed within a frozen sea, but are the visible parts of a vast Antarctic continent, the main extent undistinguishable from the resplendent snow fringe skirting its ocean boundary. No human beings inhabit these regions, and the representatives of any animal tribes are very few.

It was not without great hardships and perilous exposures, that the expedition gained these honors of the discoverer. All the vessels suffered from severe and prolonged gales, heightened in their fearfulness, and armed with unusual elements of destruction, by the addition of vast and

innumerable icebergs, and masses of floe-ice. It must be observed also that the temperature was most of the time below the freezing point, and that mists, fogs, sleet and snow storms, were relieved by but occasional clear and sunny days.

The Flying Fish was soon compelled to return northward. Her crew was so reduced by sickness that they were unable to reef the foresail, and consequently the vessel was obliged to carry the whole sail during a gale of several days' duration, which caused her to labor heavily and to leak so much, that it was necessary to keep the pumps going constantly. The imperative demands of safety, constrained the officers to retrace their steps to a more genial clime.

The Peacock, however, ran the gauntlet of dangers in the most heroic and successful manner. Her commander, in order if possible to make more accurate determinations respecting the land seen in the distance, ran into a deep bay filled with a large number of icebergs. He obtained soundings in three hundred and twenty fathoms, thus clearly establishing the proximity of land. The dangers which now brought the ship to the very verge of destruction, can best be detailed in the language employed by Lieutenant Com. Hudson, in his report to the department. "While further pursuing the object of our search in this vicinity on the morning of the 24th, and endeavoring to clear some ice ahead of us, the ship made a sternboard, and came in contact with a large piece of ice, which carried away one of the wheel-ropes, wrenched the neck of the rudder, and rendered it useless.

"We immediately commenced working ship with the sails and ice-anchors into a more open sea. In this we were successful for a time, until an increase of wind and a change in its direction, brought in upon us masses of ice for miles in extent, which completely beset the ship, finished the work of destruction on our rudder, and forced us into the immediate vicinity of an ice-island some seven or eight miles in extent, with an elevation equaling our topgallant-masthead, and its upper portion inclining toward the ship. In this situation we furled all but the fore-and-aft sails, and hung by our ice anchors.

"Fortunately, between us and a portion of this island lay a large piece of ice, one end of which held us by the counter, until forced beyond it by the pressing masses of ice outside, which started our anchors and set us stern on to the island, carrying away our spanker-boom and stern-davits, and forcing the starboard quarter-deck bulwarks in end some three or four inches, jamming a signal-gun hard and fast in the gangway, and breaking off the bulwark stanchions on that side of the quarter-deck. We took this occasion to cant her with the jib, into a narrow channel alongside the island, and with the help of other sails, passed by a portion of it without further injury to our spars, until an opportunity presented of forcing her into a small opening in the ice, with the head toward the sea.

"Our rudder, which we unshipped and got in upon deck while wedged in the ice, came in over the side in two pieces, the head and neck entirely broken off, with the two midship pintles, and we shortly afterward found the upper and lower braces gone from the stern-post. Toward midnight the sea was increasing, accompanied with snow, with every

indication of a gale from seaward; and the ice, with which we were continually in contact, or actually jammed, more formidable in character, rapidly accumulating outside of us, and forming a compact mass. I found, as we were nearing the open sea, that we had been carried so far to leeward by the ice, as to be in great danger of taking up our last residence in the barrier, amongst bergs and islands of ice. There was therefore no chance left, but to force her out, or grind and thump the ship to pieces in the attempt.

"Aided by a kind Providence, we reached an open space on the morning of the 25th, after having beat off the gripe of the ship, &c.; and at meridian the carpenters had so far secured our rudder that it was again shipped, in the two remaining braces left on the stern-post. We were yet surrounded by ice and icebergs, in a bay some thirty miles in extent, from which no outlet could be seen from the mast-head. At midnight, however, we found a passage, about half a mile in width, between some bergs and field-ice."

Though having gained the open sea in safety, the ship was so damaged, as to require the commander, in the exercise of common prudence, to steer directly for Sidney. On examination for repairs, it was found that the action of the ice had ground the stem off to within an inch and a half of the wood ends of the planking; thus revealing the very narrow escape that had been effected.

The Vincennes, in the persevering efforts of her commander to reach and examine the land, also became repeatedly involved in the wide fields of floating ice. Gales were encountered in such situations, which drove the ship along the borders of the huge moving masses, with a velocity which would have caused instant destruction, had not the management been both skillful and fortunate. The Porpoise also encountered the same difficulties, which must ever characterize polar navigation, but was able successfully to carry out her instructions, and pushed on as far as longitude  $100^{\circ}$  E., and latitude  $64^{\circ} 15'$  S., from which point she also commenced her return. During the cruise along this lonely coast, her commander reports a most surprising instance of national envy and jealousy. On the 30th of January two vessels were discovered, which proved to be French discovery ships under Captain D'Urville. Lieut. Com. Ringgold says: "Desirous of speaking, and exchanging the usual and customary compliments incident to naval life, I closed with them, designing to pass within hail, under the flag-ship's stern. When within short musket-shot, my intentions too evident to excite a doubt, so far from a reciprocity being evinced, I saw, with surprise, sail made on board the flag-ship. Without a moment's delay, I hauled down my colors, and bore up on my course."

The Vincennes penetrated as far as longitude  $97^{\circ}$  E.; the weather then evincing that the short and doubtful reign of the Antarctic summer was over, she finally turned away from the cheerless coast.

The results of this cruise are certainly honorable to the skill, vigilance, enterprise, and prudence of the officers, and to the cheerful endurance and prompt obedience of the crews, of all the vessels. The reputation of the American navy was augmented by this, the first attempt in a new field of effort, in which a weighty responsibility was met by a vigorous

exercise of those moral qualities, which had been developed by previous more appropriate trials.

The squadron found constant occupation during the ensuing summer in surveying and exploring duties, amid the numerous islands of the Southern Archipelago. New Zealand, the Friendly Islands, and the Fejee Group were visited for these purposes. The extent of labor performed may be estimated when the commander states, that one hundred and fifty-four islands, and fifty detached reefs were surveyed, and besides this, numerous harbors were surveyed and sounded. Nor was there any want of effort and success in gaining useful information of all kinds relating to commerce, in enlarging the collections illustrating the various branches of natural science, and in obtaining full acquaintance with the character, the manners, the modes of life, and the moral condition of the inhabitants, thus making a valuable contribution to the science of Ethnology.

Though prosecuting a work of peace, and especially desirous of establishing permanent relations of amity with the barbarous tribes of the Pacific, in order to the greater security of commerce, still, during its stay in the Fejee Group, the expedition was under the necessity of twice putting in exercise its military power. In July a surveying party, under Lieutenant Perry in a launch and Mr. Knox in a first cutter, ran into Sualib bay for shelter during a storm. In endeavoring to beat out again the cutter ran on a reef at low tide, and it was found impossible to get her off. The natives in great numbers and well armed, soon collected near, and commenced a serious attack. The ammunition in the cutter being all wet, and the launch being unable to render any effective assistance in repelling the savages, the crew abandoned the boat, and went on board the launch. On the 12th the launch rejoined the Vincennes and Peacock. Immediately the schooner and eight boats from the ships, with an extra complement of men, under the immediate command of Lieutenants Wilkes and Hudson, proceeded to inflict merited punishment upon the natives. They entered the bay and cautiously marched to the principal village, meeting with no resistance, though the inhabitants of this island were unusually well supplied with fire-arms, and had the advantage of a good position, from which they might have inflicted considerable injury on the Americans. The town, consisting of about sixty slender huts, was burned, and the savages were taught a salutary lesson, without the loss of any lives. The cutter was recovered, but property in it, to the value of a thousand dollars, was stolen.

A tragical affair occurred during the latter part of July, at Malolo, an island of the same group. Lieut. Underwood with a party landed on this island, during a survey carried on in two of the boats of the squadron, under the command of Lieut. Alden, for the purpose of ascending a height to look for the Porpoise. He was soon recalled, in consequence of some suspicious movements among the natives, bringing with him a young native, who was retained as a hostage. The next morning the same officer landed for the purpose of procuring provisions. The natives for some reason manifested considerable reluctance to trading, and Lieut. Underwood and party remained some length of time on shore in unsuccessful attempts at negotiation. In the mean time Midshipman Henry



desired, and was allowed to join those on shore. The natives now began to collect in greater numbers, and evidently were not in a friendly mood. The symptoms of an attack became so manifest, that Lieut. Underwood called his party together and ordered a retreat to the boat. At the same time the hostage suddenly jumped out of Lieut. Alden's boat and commenced running toward the shore. A midshipman fired over his head, but this did not stop his escape. The report of fire-arms was heard on shore, and it became evident to those in the boats that their companions were engaged in a serious conflict with an overpowering number of savages. They pushed for the land, and as soon as their fire-arms bore effectively, the savages disappeared in a hasty retreat. But the murderous deed had been consummated. On landing they found one seaman badly wounded, and Lieut. Underwood and Midshipman Henry lying prostrate near the beach. The officers in a few moments expired in the arms of their friends; and their bodies, rescued from the revolting horrors of cannibalism, were sadly borne off to the Flying Fish, which was a few miles distant. They were interred on one of the small sand islands in the vicinity, and all possible precautions adopted to save their graves from being violated by the savages.

This unprovoked massacre called for stern retribution; and the punishment was inflicted with certainly adequate severity. Lieutenant Com. Wilkes was himself at this time on board the Flying Fish, and the brig Porpoise was also now in company. There were two towns, Sualib and Arro, situated upon opposite sides of the island. The party which was to attack and destroy these, consisted of seventy officers and men, and was placed under the orders of Lieutenant Commandant Ringgold. The party in the boats, intended to cut off escape from the island and to cooperate with the former party, was led by Lieutenant Com. Wilkes.

The first party landed without opposition on the south-east point of the island, destroyed the plantations in their course, and crossing over the high land, came in sight of Sualib, situated on the southern shore. Here it was found that the natives were mostly assembled with the intention of defending themselves by all means possible to them; and their preparations and position were not to be despised, even by disciplined troops. They evidently expected some punishment for the bloody deed, and had retreated to their stronghold. The village was surrounded entirely by a strong stockade of cocoa-nut trees, placed a few feet apart, and filled between with exceedingly close and substantial wicker-work. On the outside of this was a wide ditch, filled with water; and on the inside a dry ditch, in which the defenders were quite safely intrenched, while they shot through the loopholes in the palisade. The savages were very confident in the impregnability of their fortress, for they received the advancing Americans with shouts and expressions of defiance. They possessed quite a number of muskets, as well as their ordinary weapons. Almost the entire population were within the inclosure, and the women and children were as defiant and active in defence as the men. Knowing that an assault must be attended with some loss, even though conducted against undisciplined troops, the commander wisely attacked from such a distance as his means would permit. A sharp contest of about fifteen minutes was maintained, during which a chief and six of the savages

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were killed, and the houses within were fired by a rocket. The natives, convinced of the superiority of their assailants, and terrified at a conflagration among their bamboo huts, which they could not extinguish, began to escape through a gate, leading toward the sea, in the utmost consternation and confusion. They were allowed to retreat without further attack. A few of the Americans were wounded, but only one severely. The town was entirely consumed.

The party now marched northward across the island to cooperate with the boat party against Arro. The latter reached Arro first, and without resistance set fire to and destroyed it. While these operations were going on, Lieutenant Emmons chased five canoes, containing about forty native warriors. When overtaken they offered fight and made a resolute resistance. But four of them were finally captured, the other escaping. The next day the whole force from the vessels assembled on a hill, and received a large part of the population of the island, who came to sue for pardon in the most beseeching and abject manner, thus acknowledging, according to their own form and custom, that they were conquered, and were justly punished for their murder of the officers.

On this part of his conduct, Lieutenant Com. Wilkes, in his narrative, makes the following remarks, which are entitled to careful and candid consideration: "The punishment inflicted on the natives was no doubt severe: but I cannot view it as unmerited, and the extent to which it was carried was neither dictated by cruelty nor revenge. I thought that they had been long enough allowed to kill and eat with impunity, every defenceless white that fell into their hands, either by accident or misfortune, and that it was quite time, as their intercourse with our countrymen on their adventurous voyages was becoming more frequent, to make the latter more secure. I desired to teach the savages that it was not weakness or fear that had thus far stayed our hands; I was aware, too, that they had ridiculed and misunderstood the lenity, with which they had heretofore been treated by both the French and English men-of-war."

On the 11th of August, the expedition left the Fejee Islands, on its way to the Sandwich Islands, where it now became necessary to seek the supplies, which had been left by the store-ship Relief, the crew having been already on short allowance for some time. The vessels pursued separate courses, in order that more islands might be examined on the way, and the existence of some doubtful ones be determined. In October the vessels were again reunited at Honolulu, island of Oahu. As the time for which the crews had enlisted was nearly expired, and the expedition in order to accomplish all its objects must be absent from home longer than was originally intended, it became necessary to enter into new arrangements with the men. The most of them re-entered the service, and the places of the few who preferred returning home, were supplied by natives, under the sanction of the governor.

The year now drawing to its close, it was deemed useless to undertake the exploration of the north-west coast of America, which was a part of the service ordered, until the ensuing spring. We therefore find the vessels employed during the winter in surveys of various groups of islands, of importance as lying in the track of the whalers, as far south as the Society Islands, and westward to the Kingsmill Group; while the

commander with the Vincennes and accompanied by the scientific corps made extensive tours around and through the Sandwich Islands.

These latter islands deserved special notice at the hands of an American expedition, because they constitute the most natural and valuable stopping place for American shipping in the Pacific, and because a moral bond unites them most happily with the Western Republic, as the origin of a philanthropy and a Christian benevolence, whence have arisen, by the blessing of God, their incipient civilization, their recognized national independence, and their wondrous religious development. In prosecuting these researches, Lieutenant Com. Wilkes, with a party of officers and men, accomplished an ascent of the noted volcanic mountain, Mauna Loa, on the island of Hawaii. On the very summit of this noble mountain, at an altitude of upward of thirteen thousand feet, an observatory station was established especially with reference to the motions of the pendulum, and amid the barrenness, the snow storms, and the various discomforts of such a height, and unusual fatigues incident to a rarefied atmosphere, a series of observations was continued through three weeks. But all these toils were amply compensated for, in the sublimity of the prospects enjoyed, and by an opportunity of examining the most grand and wonderful volcanic craters in the world.

The Porpoise having returned in March, and been subjected to necessary repairs, sailed, in company with the Vincennes, from the harbor of Honolulu, on the 5th of April, 1841. In twenty-two days these vessels were off the bar at the mouth of the Columbia river; but the condition of the bar at the time induced Lieutenant Com. Wilkes to proceed directly to the north, to attend to contemplated surveys in the waters adjoining the southern part of Vancouver's Island. These surveying duties were very thoroughly performed. Two expeditions were also fitted out for the interior; one of which crossed over to the Columbia river, and visited the stations of the Hudson's Bay Company at Astoria and Vancouver, and the other penetrated through the country, to a point higher up on the Columbia. These tours have added much to the knowledge of a portion of the extensive territory of Oregon.

In the midst of these occupations at the north, the commander was recalled to the Columbia river by the news of the unfortunate loss of the Peacock, whose course, until its abrupt termination, we must now trace. On the 2d of December, 1840, accompanied by the tender Flying Fish, she left Oahu. Her cruise extended through several groups lying to the south and west of the Sandwich Islands. Besides searching for uncertain and detached islands, she visited the Samoan Islands, Bowditch Island, Ellice's and Kingsmill Group, and by this circuitous route again reaching Oahu about the middle of June, 1841, she touched for supplies and bore away for Columbia river. On this cruise she sailed over nineteen thousand miles of ocean. At one of the Samoan Islands, Lieutenant Com. Hudson made a demand for the surrender of a native who had murdered a white man. In violation of the regulations assented to during a former visit of the expedition, the chiefs refused to give him up, and at the same time sent insulting messages to the Americans, and bid defiance to their military power. Hence it became necessary to give another of those painful lessons, which had already been repeated twice at other

islands. Lieut. Com. Hudson brought the broadside of the *Peacock* to bear upon the land, to cover the party making an attack in the boats. After all their bravado no natives were to be found, and the party having landed, burned their towns without opposition. The usual information respecting the condition and disposition of the natives was gathered, the prospects for commerce were observed, and surveys calculated to be of service to mariners were made.

At Drummond's Island, one of the Kingsmill Group, a serious difficulty arose with the treacherous natives, which led again to the exercise of military force, and in this case to the loss of life. A large party, under Lieut. Com. Hudson himself, was on shore for purposes of curiosity. The natives sought to separate and entice the men in different directions. They also pilfered loose articles about the persons of the visitors, and finally made actual hostile demonstrations. Wishing to avoid a collision, Lieut. Com. Hudson called the men together and took to his boats. It was now found that one man was missing. Supposing that he had been enticed away, and would be brought back for the purpose of receiving a liberal ransom, Lieut. Com. Hudson returned to his ship. The next day nothing could be learned respecting the missing seaman, and offers of ransom were not regarded. As these islanders were more ferocious and less hospitable than any previously visited, it was now concluded that the man had been treacherously murdered. It was determined, therefore, to make a strong demonstration, so as either to ransom him if alive, or failing in this, to inflict a severe punishment. Having waited another day, and not a canoe from this part of the island coming near the ship, Lieut. Com. Hudson ordered the tender to a position, where she could cover the landing of the attacking party. This consisted of eighty men in seven boats, under the command of Lieutenant Walker.

The savages, to the number of five hundred and upward, fearlessly awaited their approach on the beach, brandishing their weapons, and showing a determination to stand their ground. A parley, with a renewed offer of ransom, was unavailing. A few shots were then fired, bringing down some of the chiefs, and a rocket was discharged into the crowd. The latter weapon caused some temporary confusion, but they soon rallied and showed a determination to offer a serious resistance, being evidently naturally warlike, and also over confident in their numbers. The order was therefore given for a general discharge of musketry. This produced the desired effect, for they retreated, though somewhat reluctantly, and left the beach open to the landing of the troops. The council-house and town were soon reduced to ashes, and the party re-embarked without any loss. Twelve of the natives were killed, and about three hundred houses burnt, with all the property in them, which the inhabitants, over sanguine of victory, had not removed.

Lieut. Com. Hudson, finding that all the objects of his cruise could not be accomplished in the time at his disposal, was unable to proceed further to the westward, as he had intended, but was obliged to shape his course toward the coast of Oregon, in order to cooperate in the surveys of that region. On the 18th of July he attempted the difficult task of entering the Columbia river. The mouth of this great river on the western slope of our continent, is noted for the difficulties it presents

to the navigator. The distance between the headlands is several miles, making it well-nigh impossible to indicate any exact bearings; an extensive bar stretches across the entrance, on which the mighty swell of the Pacific is constantly breaking, and over which tides and cross-tides rush with unusual strength and velocity; and at the time the Peacock endeavored to enter, there were no pilots worthy of the name. Lieut. Com. Hudson was furnished with the best sailing directions which could be obtained, and himself undertook to pilot his vessel in. Steering for the point where the water appeared smooth, the ship proceeded for a few minutes, when she struck on the bar. Every effort was directly made to work her off, but the sea kept driving her farther on. The wind now rose, and the tide began to ebb, thus producing a sea, in which no boat could live, and which threatened soon to thump the ship to pieces on the bar. It became necessary to work the pumps, the vessel beginning to leak badly. During the night the sea made complete breaches over her, keeping her deck constantly flooded. In the morning, however, it went down somewhat, so as to admit of hoisting out the boats, which now began to carry the crew, and a few of the valuables ashore. They made two trips during the morning, and landed all but Lieut. Com. Hudson and Lieut. Walker and some thirty men. By noon the sea rose again, so as to render it impossible for the boats to reach the ship. In making this attempt one of them was turned over end for end, and the crew rescued only through the nearness of the other boats. Perceiving this, Lieut. Com. Hudson made signal for the boats to return to the shore.

The ship was now a thorough wreck; her masts cut away, the water up to her berth-deck, and the sea beating upon the helpless hull with blows that told of a speedy ruin. At five o'clock in the afternoon the officers in charge of the boats were able to get them alongside the ship, when Lieut. Com. Hudson and his remaining companions were borne joyfully to the shore. In the morning no more could be seen of the Peacock, which had survived so many perils amid polar ice-fields and tropical reefs. The crew, of course, were landed in a very destitute condition. They moved up to Astoria and encamped, where the stores for the squadron had been deposited in advance, which furnished them with food; while, through the kindness of the agent of the Hudson's Bay Company, they were provided with clothing.

The loss of so important a vessel necessarily compelled some changes in plans. An American brig, at the time in the river, was purchased on favorable terms, and taken into the service under the name of the Oregon. This accommodated a portion of the crew of the Peacock, while the rest were distributed among the other vessels. The Vincennes was sent to San Francisco, to survey that harbor, and the river Sacramento. A party was also dispatched over land, to proceed down the same river and rejoin at San Francisco. Lieutenant Com. Wilkes transferred his flag to the Porpoise, which, with the Oregon, engaged in the survey of the Columbia as far as navigable. This survey being accomplished, the vessels were again reunited in the spacious harbor of San Francisco. In the mean time the boats of the Vincennes had sailed up the Sacramento, visiting points, which have since, through the new element introduced into the history of California, become so familiar to American ears. The

party which undertook the land journey from Oregon, was conducted with great skill and courage by Lieutenant Emmons, over a difficult route and through hostile tribes of Indians. This hostility was particularly unfortunate, as it obliged the party to keep more closely together, thus preventing those excursions which would have furnished a more extensive knowledge of the country and of the condition and numbers of the inhabitants.

On the 21st of November the expedition sailed from San Francisco. Its route now led it again across the Pacific; the loss of the Peacock requiring a stop at the Sandwich Islands for supplies. The instructions allowed a visit to Japan; but so much time had already elapsed, it was found impossible to accomplish it. On leaving Oahu, the Porpoise and Oregon sailed in the direction of the coast of Japan, with the purpose of examining such islands and reefs as lay in their course. The Vincennes and the tender kept to the southward of the course of the former vessels, still in the general westerly direction, passing through the Ladrone Islands, and giving particular attention to the settlement of some doubtful positions of islands and reefs. The existence of several of these was found to be imaginary. On the 12th of January, 1842, the latter vessels anchored in the bay of Manilla. Thence they sailed into and through the Sooloo Sea, making a careful and accurate survey of it, which was greatly needed, the existing charts being incorrect in the extreme. Another good service was accomplished here in securing a treaty between the Sultan of Sooloo and the United States, by which the former engaged to afford full protection to the commercial vessels of the latter, and all privileges granted to the most favored nations, and also to afford aid to the shipwrecked vessels of any nations. This arrangement was effected with a noted piratical power.

Lieut. Com. Ringgold in the Porpoise, and Lieut. Com. Carr in the Oregon, kept to the westward and northward, after leaving the Sandwich Islands; but meeting with unfavorable weather, they could not proceed to the coast of Japan, and therefore turned to the south, and ran on nearly the same track as the Vincennes. In February the squadron again met at Singapore, where at the same time were the United States frigate Constellation, and sloop of war Boston. The Flying Fish was sold at Singapore; it not being deemed safe to undertake the voyage home in her. On the 26th of February the remaining vessels got under way for their homeward voyage; the Porpoise and the Oregon sailing in company and stopping at St. Helena and Rio de Janeiro; the Vincennes alone making short visits at Cape Town and St. Helena. During the month of June, 1842, they all arrived at New York, and safely terminated their long cruise.

The results of the expedition, as constituting valuable additions to the departments of knowledge embraced in its plan and purpose, cannot be questioned. The opportunity for discovery of a brilliant character is not in this age furnished to any navigator. But in the grand work for the substantial improvement of the condition of mankind in the way of promoting peaceful intercourse and in rendering such intercourse more safe and expeditious, the American exploring squadron has done good service. The character of the results in a commercial aspect may be gathered

somewhat from the imperfect account which has been given; while a just idea of the amount of information collected in relation to the various countries visited, can only be gained by a perusal of the full and official account.

The scientific corps were on all occasions diligent and enthusiastic, and their labors are attested by the large collections which they have made, illustrating the natural sciences, and by the observations and examinations on all subjects intrusted to them, which they have patiently accomplished.

Toward the close of the year 1842, a tragical and most unhappy occurrence took place on board a vessel of the American navy, which, for various reasons, produced at the time a profound sensation throughout the country. The United States brig Somers, Cominader Mackenzie, sailed from New York on the 13th of September, with dispatches for the squadron on the coast of Africa. She left Cape Mesurado on the 10th of November, on her homeward voyage, standing across to the Leeward Islands, so as to touch at St. Thomas on her return to our own coast. Some days before reaching the latter island, on the 20th of November, a midshipman was arrested on the charge of intended mutiny. The events which led to this arrest were affirmed to be as follows: On the preceding evening, this midshipman disclosed to the purser's steward, the particulars of a plan which he had formed for seizing the brig, and converting her into a pirate. He conveyed to the mind of his confidant the conviction of his seriousness respecting such plan, exacted from him an oath of secrecy, and informed him that about twenty of the crew were already engaged in the project. The conversation was continued for some time, and during it, a seaman took part in it, evincing that he was one of those already enlisted in the enterprise. The next day the particulars of this plot were conveyed by the purser's steward to the first lieutenant, and by him were laid before Commander Mackenzie.

After his arrest the suspected midshipman was ironed, and placed on the quarter-deck, under charge of an officer. The officers assert that symptoms of discontent and insubordination now began to be manifested by the crew — that they collected in knots upon the deck, engaging in conversation, casting frequent glances toward the quarter-deck, and separating on the approach of an officer. On the 27th, the main-top-gallant-mast was carried away, in executing an order. This injury to the vessel the commander supposed to have been done by design on the part of the mutineers, that in the confusion they might effect the rescue of their leader, and carry out their plan of seizing the vessel. No such attempt, however, was made. The new mast was rigged, and all the damage was repaired before night. This done, the suspicions of the officers as to the fidelity of the crew being greatly increased, two more arrests were made. The persons arrested were the boatswain's mate, doing duty as boatswain in the brig, and the seaman mentioned before as an accomplice. These men were also heavily ironed, and placed upon the quarter-deck.

The officers were now all armed, and were required to be increasingly vigilant in watching the prisoners and the crew. Still were the officers entirely uncertain as to the extent of the mutiny and the general disposition of the men. They were of opinion that others were at large who should be confined; but as the vessel was destitute of marines, they

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considered themselves inadequate to the guarding of many prisoners. The 28th and 29th passed with no very marked events, the men doing duty, though, as the officers thought, with manifest reluctance and discontent on the part of some. Yet there was no overt act of mutiny, and no attempt at a rescue of the prisoners. Certain papers were found in the possession of the midshipman at the time of his arrest, which contained in Greek characters the names of individuals who, he had pretended, were certain to join the enterprise; of some who were doubtful and likely to take part or acquiesce in it; and of others to be retained as necessary, even against their wills. Several of these were constantly watched, and some of them were supposed to evince suspicious signs. Attempts at communication between the prisoners, who were still kept under the eye of officers on the quarter-deck, and the crew, were also observed. The commander therefore felt constrained, on the 30th, to make more arrests, so that the prisoners now amounted to seven.

In the mean time, early on the morning of the 30th, the commander addressed a communication to his officers, asking for their opinion as to the disposition to be made of the three men first arrested, whom he considered the main conspirators. A council of officers therefore assembled in the wardroom, composed of the only lieutenant on board, the surgeon, the purser, the acting master who was a passed-midshipman, and three midshipmen. Three younger acting midshipmen were not included in the council, but during its sitting, had charge of the vessel, in company with the commander. This council examined several witnesses, whose statements and opinions were duly recorded. Their deliberations did not take the form of a trial, and cannot in any just sense be called one, as the accused did not appear before them, and were granted no opportunity for explanation or defence. Indeed, the object of their investigation and consultation was to advise their commander, whether in their opinion the necessity of the case was so extreme and urgent, as to require the exercise of that arbitrary power, which, without question, must at times be within the discretion of military authority. That this necessity did now exist was the unanimous opinion of these officers; and this opinion they reported to their commander on the morning of December 1st. They considered that in the state of the crew, as they viewed it, it was impossible, with any good hope of security to the rightful authority of the commander, or to the lives of those loyal to the flag, to carry the vessel into the nearest port of the United States. They also deemed it an important naval principle, that a ship of war should not apply for assistance in a case like the present to any foreign friendly power. In these views Commander Mackenzie coincided. He decided that it was not his duty to run for the nearest friendly port in order to obtain assistance. His desire to reach even the island of St. Thomas, without resorting to the stern law of necessity, was caused by the hope that he might there find the United States ship *Vandalia*, and not by the purpose to solicit the interference of the government of that island. But in his opinion this alternative was not now left; the safety of the vessel requiring the immediate execution of the three prominent mutineers.

On the morning of December 1st, it was accordingly announced to them, that they must prepare for a speedy death. Somewhat more than



an hour elapsed, during which the unhappy men were occupied in conversation with the officers, and in communicating their last wishes and messages to their friends. The condemned midshipman and the seaman first named as an accomplice, admitted their guilt, and the justice of their punishment; but the boatswain's mate died protesting his innocence. The midshipman also declared that the latter was innocent. All hands were called to witness punishment, and the men were stationed at the different points where the condemned were to be executed, while officers stood over them with drawn cutlasses, having orders to cut down any who faltered in inflicting the dreadful penalty. When every thing was adjusted, and partings had been exchanged, the commander gave the order, the signal gun was fired, the national colors were hoisted, and simultaneously the three condemned men were swinging at the yard-arm. The commander then addressed the men, after which they separated and returned to their respective duties. After night had set in, the solemn funeral service was read by the light of the battle-lanterns, and the bodies were committed to the sea. It need hardly be said, that this extreme act of discipline had its designed effect. No symptoms of a mutinous or disaffected spirit were manifested by the crew, and the brig, after touching at St. Thomas, arrived at New York on the 14th of December.

As soon as the facts of this most painful case became known, it produced a deep excitement in the public mind. A court of inquiry, consisting of three senior captains, was convened in the case on the 28th of December, and sat until the 19th of January. The finding of this court was a complete justification of Commander Mackenzie and his officers. Notwithstanding this decision, the former was arrested, and a court-martial was appointed for his trial, to meet at New York on the 1st of February, 1843. This court sat for forty days, and finally acquitted him. An attempt was also made, by the friends of the boatswain's mate, to obtain in the civil court, an indictment for murder against the commander of the vessel. The judge, before whom the question was argued, charged the grand jury, that it was not competent for a civil tribunal to take up the case while it was pending before a naval court. This was while the court of inquiry was investigating the affair. It remains to be stated that several more arrests, from among the crew, were made after the vessel reached New York, but no charges were ever preferred against any of the prisoners, and they were all dismissed from custody without trial.

## CHAPTER V.

**Capture of Monterey by Com. Jones—Relations of United States and Mexico—Commencement of hostilities—Com. Sloat's movements in the Pacific—Com. Stockton assumes the command of Pacific squadron—Co-operates with Major Fremont—Enters Los Angeles—Los Angeles retaken by the Mexicans—Com. Stockton forms a junction with Gen. Kearney—Battles of San Gabriel and Mesa—Recapture of Los Angeles—Com. Shubrick assumes the command of the squadron—Guaymas, La Paz, and San Jose taken—Capture of Mazatlan—Affair at Muleje and Guaymas—First defence of San Jose by Lieut. Heywood—Various movements on the coast—Second siege and defence of San Jose—Garrison relieved by Commander Du Pont—Quiet restored in Lower California.**

In the year 1842, Commodore Thomas Ap. C. Jones was in command of the United States naval force in the Pacific. During the latter part of the summer of that year, he was lying in the port of Callao, with the flag-ship United States 44, the sloop of war Cyane 20, the sloop of war Dale 16, and the schooner Shark 12. While at this place, he received a Mexican newspaper containing a manifesto from the Mexican government, respecting the relations between that country and the United States, from which he considered it probable that war existed between the two nations. In an American newspaper he also found a report to the effect, that Great Britain had made purchase of California from Mexico. There is no doubt that for some time before the Mexican war, secret negotiations had been carried on by British agents, having in view the cession of some portion of Mexican territory to the latter power; Mexico being, it should be remembered, largely in debt to British citizens. But nothing of this kind was ever really effected. At the same time that Com. Jones had his suspicions awakened by these rumors of cession, there happened to be an English squadron of some force concentrated in this part of the Pacific; and the Dublin frigate, the flag-ship of Rear Admiral Thomas, had looked into Callao, and, after a short stay, had suddenly departed in the night, without giving any intimation of her destination, but bound, it was supposed, to the coast of North America.

The American commodore had evidently been put upon the alert by his own government; the question of the annexation of Texas, then in agitation, having given unusual interest and prominence to Mexican affairs, and, in the event of a war between the two countries, it being manifestly the policy of the United States to seize upon California. It seemed quite likely to Com. Jones, that the British admiral was now intending to take formal possession of the territory, supposed to have been ceded, and he deemed it his duty to forestall or resist him in any such plan. He consequently sailed suddenly from Callao on the 7th of September with the entire squadron, standing out to the westward. The Shark was soon sent back to Callao, and, shortly after, the Dale was detached with orders to proceed to Panama and land a special messenger with dispatches for the home government. Previously, however, to the separation of the latter vessel from the squadron, a council of officers, consisting of Captain Armstrong of the United States, Commander Stribling of the Cyane, and Commander Dornin of the Dale, was called

by Com. Jones, for the purpose of giving their advice as to the course proper to be pursued.

Their decision on the main question proposed, was, that "in case the United States and Mexico are at war, it would be our bounden duty to possess ourselves of every point and port in California, which we could take and defend without much embarrassment to our operations on the ocean," and that "we should consider the military occupation of the Californias by any European power, but more particularly by our great commercial rival, England, and especially at this particular juncture, as a measure so decidedly hostile to the true interest of the United States, as not only to warrant our so doing, but to make it our duty to forestall the design of Admiral Thomas, if possible, by supplanting the Mexican flag by that of the United States, at Monterey, San Francisco, and any other tenable points within the territory said to have been recently ceded by secret treaty to Great Britain." The United States and Cyane then proceeded to the northward, crowding all sail for the coast of Mexico. While on the way, Com. Jones, in writing to the secretary of the navy, after alluding to the fact of having received no communication since his sailing orders of nine months previous, says: "In all that I may do, I shall confine myself strictly to what I may suppose would be your views and orders, had you the means of communicating them to me."

On the afternoon of October 19th, the two ships anchored in the harbor of Monterey. The Mexican flag floated over the town. There was no sign of British authority; so that the commodore was successful in being beforehand in respect to the admiral's supposed design. His suspicions were so far confirmed by what he heard and saw, however, that he concluded to summon the governor to surrender. The next morning the articles of capitulation were signed, the Mexican authorities meanwhile declaring themselves ignorant of the existence of any hostilities. No opposition being offered, the capture was an easy one, and the American flag soon rose in the place of the Mexican, over a dilapidated fortification mounting eleven guns. A proclamation was also immediately issued by Com. Jones, designed to explain the purpose of the American commander in this capture, and to reconcile the inhabitants to the change of their allegiance.

The next day Com. Jones discovered, through late Mexican newspapers and commercial letters from Mazatlan, that the facts were by no means what he had supposed; that there was no war, and that there was no evidence that the idea of cession to Great Britain was entertained by the Mexican government. He had, in fact, seized upon a province of a country, with which his own government was still at peace. He, therefore, immediately completed the act of retrocession to the original authorities, with all proper and customary marks of respect, and retired from before the place.

[The following, to page 67, was dictated by Mr. Cooper in the summer of 1851.]

This somewhat precipitate movement on the part of Commodore Jones compelled a change in the command, as a species of propitiatory offering to the Mexicans. He was recalled, and Commodore Sloat was sent out as his successor. No censure, however, was ever passed upon the former, for his very decided movement, and it is to be supposed, that

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the vigilance of the officer was acceptable to the government at home, rather than otherwise. In point of fact, there were several years during which the fate of California may be said to have been suspended in the political scales. Should Texas be annexed, as was the wish of her own people, though so strongly opposed by England and France, it was almost certain that a collision with Mexico must follow. The latter country had, unfortunately for the cause of peace, been guilty of many acts of aggression to provoke hostilities, and there was only too much ground for the course of policy subsequently pursued by the American government. Errors and wrongs there were, no doubt, committed by both nations; but on the whole, there is much reason to think that the United States had the best of the argument, on purely national principles.

Texas was independent *de facto*, and she had become so by a marked breach of faith on the part of the central government of Mexico. It is true that a belt of country, extending to the northward of the Rio Grande, might be deemed fairly in dispute between the two nations: a state of things that certainly gave to one party as much the right of possession as to the other. Whether the Nueces, or the Great River of the North, was to be the dividing line, was a question for diplomacy to decide, unless an appeal should be made to arms, in which event, the debatable territory would, as a matter of course, follow the ordinary contingencies of war. Such a state of things, with two armies in close proximity, was not likely to continue long. Collisions might be hourly expected, and, indeed, did soon occur, between small parties of the contending forces, until matters proceeded so far as to induce the Americans to open a fire upon the Mexicans, in the city of Matamoras, opposite to which town the former had constructed a fort. This led to an attempt to carry that work by rapid siege, and the crossing of a force of several thousand men, under the orders of General Ampudia. It was while marching to the relief of Fort Brown, as this post was called, that the armies — that of the Mexicans, now under the orders of General Arista, and that of the Americans, under the command of Brevet Brigadier-general Taylor — first came fairly in contact, at a place called Palo Alto; the disparity in force was greatly in favor of the Mexicans, and the result of this brilliant cannonading showed the great superiority of the American arms in any thing like a serious conflict. The more brilliant affair of Resaca de la Palma, succeeded the next day, and war was shortly afterward formally declared by both nations, the proclamation of the United States being dated the 12th of May, 1846, and that of Mexico, the 23d of the same month.

A declaration of war between countries such as Mexico and the United States, very naturally created strong apprehensions of what might be the effect on the widely spread commerce of the latter, under a loose and rapacious system of privateering. It was naturally expected that Mexico would have recourse to such an expedient to injure her adversary, whose shipping whitened the ocean, while there was scarcely a Mexican flag to be met with, unless it might be at the peak of some insignificant coaster. It is understood that an early attempt was made by agents of the Mexican government, to dispose of commissions for privateers among the seamen of the islands; but the three principal governments having colonies in and about the gulf, had the wisdom and good faith not to encourage such

a system of rapacious plundering. The authorities of Cuba in particular, took very firm ground, and effectually prevented any thing like a hostile armament from quitting its jurisdiction. A solitary vessel, at a later day, was captured in the Mediterranean, but was restored on the demand of the American government. In a word, it may as well be said here, that a war which menaced so many maritime disasters to the commerce of the country, did not, in fact, produce one. And the trade of the United States continued to pursue its customary objects, with nearly as much confidence and security, as in a time of profound peace. The large and well-manned liners which then carried on most of the trade between New York and Europe, took in a heavy gun or two, and relied for the means of defence on this slight armament, and the number of passengers that were passing to and fro.

One of the first measures of the government was to add several small cruisers purchased from among the fast-sailing schooners of the different ports, temporarily to the service. These, equipped with a single heavy gun, and additional armament, placed under the command of old lieutenants, were sent to join the squadron of Commodore Conner in the gulf. Other vessels were added to that officer's force, which was soon ample for any of the probable circumstances of a maritime war against such an enemy. Vera Cruz was closely watched, and the American flag was soon seen hovering around all the little ports in the gulf, that were then under the control of the enemy.

On the other side of the continent, a different state of things existed. The trade was so much scattered, and, as a whole, so well prepared to take care of itself, more especially in the whalers, that little apprehension seems to have been felt, at any time, on the subject of privateers. The delicacy of the relations between Mexico and certain European states, in connection with the two Californias, principally occupied the attention of Commodore Sloat, the officer then in command. It was understood to be the policy of England to effect, through her merchants, in the event of hostilities between this country and Mexico, such a transfer of these two provinces, as would give them a claim of a very embarrassing nature, in the shape of security for money lent, and to be lent.

Commodore Sloat lay at Mazatlan, in the Savannah 44, in company with different smaller vessels, which came and went as circumstances required, closely watching the course of events in the Gulf of Mexico. He had a line of active communication across the continent, by means of different mercantile houses, and on the 7th of June, he received through that channel, the very important information of the result of the battles of Palo Alto and Resaca de la Palma. Although without particular instructions to meet the especial emergency, war not having then been proclaimed by either party, this officer came to a prompt and wise determination. "If," said he, "the Mexicans have been the assailants in these battles, it is my duty to employ the naval force under my orders, in diverting their efforts, and in retaliating for these hostilities; and if on the other hand, the hostile movement has come from our own side, the duty of every officer, in separate command, to sustain such a movement, is so obvious as to require no vindication." He sailed on the 8th for the northward, leaving the Warren at Mazatlan, to wait for further

intelligence. The Savannah reached Monterey on the 2d of July. Here the Commodore found the Cyane and Levant, and ascertained that the Portsmouth was at San Francisco. The place was summoned on the morning of the 7th, but the officer in command referred to the commanding general of California for the answer.

The previous arrangements having been made, a party of two hundred and fifty seamen and marines landed under the immediate command of Capt. Wm. Mervine. This force raised the standard of the United States, under a salute of twenty-one guns. At the same time a proclamation announcing the transfer of flag was published in both Spanish and English. Orders were sent to Commander Montgomery of the Portsmouth, to take possession also of the Bay of San Francisco, which was done on the 9th. Commodore Sloat took the other necessary measures to secure his bloodless conquest, and to preserve order in the country.

On the afternoon of the 15th of July, the Congress arrived from Valparaiso, by way of the Sandwich Islands, and Commodore Stockton reported himself for duty to his senior officer. On the 16th, Sir George F. Seymour, British admiral commanding in the Pacific, arrived in the Collingwood 80; the civilities of the port were tendered to him by Commodore Sloat, in the usual manner; he was supplied with some spare spars, and on the 23d, sailed for the Sandwich Islands.

The appearance of the English commander-in-chief, his pacific relations with the Americans, and his early departure, had the effect to destroy all hope among the Californians, of assistance from that quarter.

On the 29th of July, Commodore Sloat shifted his pennant to the Levant, and sailed for Panama, on his way to the United States. The squadron, of course, was left under the command of Commodore Stockton. Previously to the departure of Commodore Sloat, however, a body of about one hundred and fifty riflemen was sent down to San Diego, under Captain Fremont.\* This movement was made to intercept the communications of General Castro, the Mexican commander-in-chief, with the more southern provinces. The Congress was ordered to sail on the 30th for San Pedro, to take possession there. There happened to be at the time within the limits of California, an expedition of a scientific character, under the orders of an officer of the topographical engineers, of great activity and merit, of the name of Fremont, who had long been employed on the duty of exploring the whole region between the Mississippi and the Pacific Ocean, more especially as connected with the communication with the territory of Oregon. This gentleman conceived himself injured by some of the proceedings of the authorities of California, and in danger of being captured, if not destroyed, by the policy of the Mexicans, through their apprehensions of what might be his real objects. Singularly enough, the two parties would seem to have been apprehensive of each other's intentions, and both had recourse to the strong hand, in order to secure themselves against the hostility of their supposed

\* This detachment was carried down to San Diego in the Cyane, Commander Du Pont; which vessel arrived before the place on the 29th of July. The American flag was hoisted by Lieut. Rowan of the Cyane, on the afternoon of the same day, at the Presidio, five miles distant from the port; and the place was immediately garrisoned by the marine guard. A portion of the troops under Captain Fremont was landed that day, and the rest the next morning.—Ed.

adversaries. Fortunately for the American officer, there was a sufficient number of trappers, hunters and other adventurers, who had crossed from the States, to be met with on the plains of the upper country, and as these men were as loyal to their flag as they were daring and reckless, their enterprising and energetic leader soon collected enough of them to render himself formidable in a region where revolutions had often been effected by the merest handfuls of men.

San Francisco was taken possession of on the 9th day of July, by Commander Montgomery of the Portsmouth, and the whole of that very noble and important bay became, at once, substantially subject to the American flag. By the 11th, the flag was flying at Suter's fort on the Sacramento, at Bodega on the coast, at Sonoma, and at Yerba Buena, or what is commonly called San Francisco. Such was the state of things, when Commodore Stockton in the Congress 44, appeared off Monterey. This officer had left home on the 25th of October, 1845; he had touched at Rio and the usual ports on the western coast of South America, and at Honolulu, whence, having there heard of the commencement of the war between the United States and Mexico, he had hastened with the ardor that belonged to his character, to participate in the events then in progress along the coast between Cape St. Lucas and the frontiers of Oregon. As Commodore Sloat had effected the principal object of his remaining out longer than his health rendered expedient, a transfer of command took place, and Commodore Stockton, hoisting the blue pennant, in place of the red, now took charge of the whole of the American force then supposed to be in the Pacific. The government, however, aware of the great importance of securing the command of those distant seas, and jealous, perhaps, of the views of France and England, neither of which countries has ever been particularly diffident in appropriating to its own purposes territory of any part of the world that might be found convenient to possess, had given its attention to the increase of the squadron in that distant quarter of the world. The Independence 54, Captain Lavalette, and wearing the broad pennant of Commodore William B. Shubrick, sailed from Boston with orders for the north-west coast, on the 29th of August, 1846. At the same time the Columbus 80, Captain Wyman, and under the orders of Commodore Biddle, was on her way from China and Japan, with orders to touch at Lima for instructions as to her future course. This was assembling a very formidable force along the coast, and giving effectual security to the recent conquests, so far as the interference of any European power might reasonably be anticipated. The Independence appeared off Valparaiso on the 2d of December, and while standing off and on, she made a large sail to the northward and westward, which, on being signaled, showed the number of the Columbus. The two ships went in that morning and anchored, when Commodore Biddle, after examining the instructions of his junior, decided to send the Independence to the coast of California direct, while he proceeded in person in his own ship to Callao, in quest of his orders from home. The two vessels sailed shortly after, and the Independence reached her point of destination on the 22d of January, 1847, after the short run of forty days. Here, then, was another transfer in the naval command in this part of the Pacific, and Commodore Shubrick superseded Commodore Stockton by public proclamation.

The intervening time, however, between the day when Commodore Sloat lowered his pennant, and that on which Commodore Stockton imitated his example, had been one of great activity and decision on the part of the vessels of the navy. Finding no enemy to contend with on his own element, and every way disposed to assist the views of the government at home, without shrinking from responsibility, Commodore Stockton had determined to extend and secure the conquests made by his predecessor, by means of expeditions inland, principally conducted by the officers and people of the shipping.

It is due both to Commodore Sloat who took possession of Monterey in person, and to Captain Montgomery in the Portsmouth, who took possession of San Francisco, to say that both these officers seem to have executed their delicate duties with great decision, prudence and humanity. Their force was too great to permit resistance, it is true, and there was the certainty of its being able to maintain the new authorities within reasonable distance of the coast. But the elements of discord existed in the interior. California had long been subject to what might be termed domestic revolutions of its own, and it was no unusual thing for its government to be temporarily changed by the rising of some local military adventurer. The struggle between Capt. Fremont at the north, and Gen. Castro, the Mexican who took upon himself to resist what he chose to consider an invasion, had prepared the way for the events that succeeded. On assuming the command, Commodore Stockton did not lose a moment in putting himself in relations with this active officer, and in projecting an expedition into the interior that should at once bring the capital of the province under the control of the flag.

Although California was very thinly peopled, it possessed a population singularly well adapted to the emergencies of the moment. The man was almost identified with his horse, and the latter, an exceedingly active and hardy animal, was capable of making long marches in a day. As the distances were great, this species of force would obviously become very formidable, when well conducted and amply supplied. Although the Americans had certainly a party in the country, it was small, and confined to those principally who dwelt near the great ports. The abortive movement of Commodore Jones naturally made even these persons cautious, and it was not difficult, under all the circumstances of the case, for Governor Pico, the Chief of the state, to rally a force inland that, possessing rapidity of movement and a perfect knowledge of the country, might render itself very formidable to the dispersed parties of the Americans. The political capital of the state was at Los Angeles, which is less than thirty miles from the sea, and near the southern extremity of the state. The local legislature being in session at the moment of the invasion, it was in the power of the Mexican authorities, to concentrate their efforts and to make a rally for at least the command of the interior.

So important did it seem to all parties to secure this point, and to look down any thing like opposition in that part of the country, that, even before Commodore Sloat left the station, preparations were made to effect this object. Captain Fremont had come in with his party, and a battalion of volunteers was formed, consisting principally of trappers, hunters, and other persons well suited for the service that was about to



be required of them. Its numbers were about one hundred and sixty men, and it was regularly received into the service of the United States as a volunteer corps.

When Commodore Sloat left the coast of California for Panama in the Levant, Commodore Stockton found himself at the head of a squadron, consisting of the Congress and Savannah frigates, and the sloops Portsmouth, Cyane and Warren, together with the store-ship Erie. It was thought necessary to keep the Portsmouth still at San Francisco; the Warren was yet lying at Mazatlan, and the Erie was at the Sandwich Islands, leaving the Savannah at Monterey for its protection as the base of all the operations in that region.

Commodore Stockton sailed in the Congress on the 1st of August, bound for San Pedro, a small port of difficult entrance for a large vessel, nearly abreast of the capital of the state. As the ship proceeded south, a landing was made at Santa Barbara, where the flag was shifted and a small force was left in possession. This was in effect occupying every available port between Lower California and the northern boundary of the upper state. The Congress arrived off San Pedro on the 6th of August; the Cyane had previously reached San Diego, a port still further south, where the battalion of Major Fremont had landed, principally with the object of obtaining horses, a service not easily effected, as the enemy had early taken precautions against the movement. A force had been organized on board the frigate to form a small brigade on shore, and instant preparations were made for landing. At this point the Commodore received a communication from General Castro, who claimed to be authorized to enter into negotiations with him; but this step, being accompanied with the preliminary demand that no further movement should be made until these negotiations were terminated, had no results. It was so obviously the policy of the Mexicans to gain time, that little heed was given to the representations of their agents. The party on shore was not ready to proceed until the 11th of August, when it marched to the northward, or in the direction of the capital. On the afternoon of that very day, intelligence was brought the Americans, that the Mexicans had buried their guns, and that all the functionaries of the government had retired inland, or, as it was supposed, toward Sonora. On the 13th, the Commodore made a junction with the battalion of Major Fremont, and the whole force entered Los Angeles without opposition, in the course of that day.

Commodore Stockton now determined to organize a civil government for the entire state, and to administer justice in its name. At the head of this government he placed Major Fremont. Having effected these arrangements, he returned to the coast on the 2d of September, re-embarked on the 3d, and sailed on the 5th, touching at Santa Barbara, to take off the small party left there; the ship proceeded to Monterey, where every thing was found tranquil, though rumors were in circulation of an intended rising among the Indians at the north. The Savannah was immediately sent up the coast, where she was soon joined by the Congress off San Francisco. Here it was ascertained that the rumors were false, and that the whole northern region of the country was tranquil. About the close of the month, however a courier arrived from Captain Gillespie of

the marines, who had been left in command at Los Angeles, bringing the important intelligence of a fresh rising at that point, and of his being besieged in the government house. The Savannah, Captain Mervine, was immediately dispatched to San Pedro, for the purpose of affording succor to the besieged party; steps were also taken to form a junction with the corps of Major Fremont who was up at Sacramento at the time. Every effort was made to engage volunteers, and a transport was chartered to convey them to the scene of action. On the 12th of October, Major Fremont reached San Francisco, and immediately embarked on board the transport with his little corps. His point of destination was Santa Barbara, where he was directed to procure as many horses as possible. The Congress sailed in company with the transport, but they separated in a fog. Luckily a merchant vessel from Monterey, bound to the northward, was fallen in with by the frigate, and dispatches were received from Lieutenant Maddox, in command at Monterey, bringing the important intelligence that the place was threatened with an assault, and asking assistance. The frigate ran into the bay, landed a party of fifty men, and some ordnance, and immediately proceeded on. On arriving off San Pedro, the Congress joined the Savannah, on board of which ship was Captain Gillespie and his whole party; that officer having evacuated his position in the government house at Los Angeles under a capitulation entered into with General Flores. Previously to this measure, however, an unsuccessful attempt was made by Captain Mervine to relieve him. A strong party of seamen and marines had been landed, and a march was commenced upon the capital. Unfortunately no provision had been made of any artillery, and on encountering the enemy at a distance of some twelve miles from San Pedro, a smart skirmish took place between the hostile forces. The Mexicans had the advantage of a field-piece, which they appear to have used with great discretion and spirit. Whenever a charge was made it was carried off by the active horses of the mounted men, reopening upon its assailants as soon as a new and favorable position was gained.

The great disadvantage under which he was acting, and the loss of several valuable men, induced Captain Mervine to fall back upon San Pedro, and wait for the Commodore. A new landing was made at the latter point, as soon as the Congress arrived; a force of about 1800 men under General Flores, having been collected outside. Finding the roadstead of San Pedro too open, and too much exposed to the prevalent gales of the season, although it took him farther from his great point of attack, the Commodore was induced to carry the Congress round to San Diego, where was an excellent harbor for such vessels as could enter it. Nothing of the draught of the Congress, however, had ever been known to cross the bar. Every thing was embarked, therefore, and the ship proceeded to the southward. On arriving off the harbor of San Diego, Commodore Stockton received a report from the officer left in command, that this place too was besieged by the enemy; that the stock of provisions was running low; and that he required a reinforcement. This officer was of opinion that the frigate could enter the bay. On making the attempt, however, the ship struck, and she was compelled to return to the anchorage outside. The next day, a prize to the Warren, the

"Malek Adhel," arrived from Monterey with dispatches from Colonel Fremont, who, ascertaining the impossibility of procuring horses at the southward, had returned to the base of operations, and was preparing to march thence, with all his force, to form a junction with the Commodore, on his way into the interior.

It was now necessary to collect beeves as well as horses, and the Savannah was dispatched to Monterey to further the preparations in that quarter. The Congress had proceeded, also, to San Pedro, to carry out the necessary arrangements, but returned as soon as possible to San Diego. So great was the anxiety of the Commodore for the situation of the corps of Lieutenant-colonel Fremont, that meeting with a calm on his way south, he sent in a boat to San Diego, a distance of forty miles, with a communication directed to that officer. On reaching the port it was deemed an object of so great importance to carry the ship within the bar, that a second attempt was made to cross it. This time she succeeded, but she grounded when within the bay. It was found necessary to prepare spars for shoring her up, and at the moment while her people were thus occupied, the Mexicans made an attack upon the town. Notwithstanding the necessity, as it might be, of fighting with one hand, and having a care for the ship with the other, the duty went on with the greatest activity and method. As soon as a sufficient force could be landed, the enemy was repelled by a charge made under the orders of Lieutenant Minor of the navy, and Captain Gillespie of the marines.

Finding it necessary to recruit his horses, and to make harness, saddles, bridles, &c., the delay was improved in the construction of a fort. Runners were now sent out to ascertain the position of the enemy, who was discovered encamped at San Bernardo, distant about thirty miles. Two expeditions were immediately ordered to be got ready. The one under Captain Gillespie to surprise the enemy, in their camp, and the other under Captain Heasley of the volunteer corps, who was sent to the southward in quest of beeves and horses. The latter effected his object, returning with five hundred head of cattle, and nearly one hundred and fifty horses and mules. Before Captain Gillespie was ready to march, however, the Commodore received a dispatch from Brigadier-general Kearney of the U. S. Army, who had effected the passage of the mountains, at the head of a hundred dragoons, and now appeared in California, to take the command of any portion of the army that might have reached there.

The direction of Captain Gillespie's movement was immediately changed, and that officer was ordered to make a junction, as soon as possible, with this new reinforcement. This was on the 6th of December; the same evening the Commodore was notified that an attack had been made by General Kearney upon a strong detachment of the enemy, in their camp at San Pasqual, and it would seem one that was unsuccessful. The following morning, this information was in part corroborated; such an engagement having actually taken place, under circumstances very favorable to the enemy, whose horses were opposed to the broken-down animals of the American detachment. The Americans must have lost near forty men in killed and wounded in this affair. Among the latter was General Kearney himself. This officer had taken

post on an eminence, and where he was able to maintain himself until relieved.

Commodore Stockton at first determined to move with his whole force, to effect a junction with the dragoons; but learning the emergency of the case, and that the enemy was not as strong as had been reported, the plan was changed to sending a quicker moving detachment, embracing only a portion of the force on shore. Rather more than two hundred men marched that night under the orders of Lieutenant Gray. This party effected its object, and General Kearney and his whole party entered the works at San Diego, a few hours later. An arrangement was now made between the Commodore and the General, by which the direction of the military details was to be assumed by the latter officer, while the former of course retained his authority, as the officer in command of the squadron, whether employed afloat or on shore. This delicate arrangement led to some subsequent misunderstandings between the two commanders, though their duty would seem to have been carried on with perfect accord and zeal so long as an enemy appeared before them. It would seem that General Kearney had arrived under the impression that he was to be civil governor of the newly conquered territory; while Commodore Stockton was not disposed to yield his authority so long as it was found necessary to employ any material portion of the crews of the shipping ashore. At a later day this controversy led to some unpleasant collisions, more especially between General Kearney and Lieutenant-colonel Fremont, his subordinate in the line of the army; but as they belong rather to the general history of the country than to a work of the character of this, we shall not dwell on their consequences here.

On the 29th of December, the party of Commodore Stockton was ready to march. Altogether it mustered a force of about six hundred men. Owing to the mountainous character of the country, and the great watchfulness rendered necessary by the activity of the enemy, he did not reach the San Gabriel, until the evening of the 7th of January. Here the Mexicans had erected batteries, and prepared to make a stand. The following day the Americans crossed the river to the north bank, where they found a force of five hundred men and four pieces of artillery ready to receive them. The guns were placed in very favorable positions, while the remainder of the Mexicans, altogether cavalry, were so posted as to command each flank of their assailants. Reaching the margin of the stream, the Commodore dismounted, and led the troops over in person, under a smart fire from the enemy's artillery. A charge up the hill, on the opposite bank, was next made, and the position carried, driving the enemy and his guns before it. At this moment the enemy made an attempt to cut off the pack-horses and beeves, in the rear, but the steadiness of the guard repulsed them. As soon as the American guns were in position on the heights, a smart cannonading commenced, on both sides, but soon terminated by forcing the enemy from the field. The result of this handsome day's work, was the obtaining of the complete command of the Mexican position, where the Americans encamped for the night. The next day, the party of Commodore Stockton advanced upon the town, where it was again met by General Flores on the

plains of Mesa. A hot cannonading succeeded, and the Mexicans made several attempts to charge, but could never be brought within fifty yards of the American lines. After a final effort, General Flores abandoned the defence, and moved off in the direction of Sonora, accompanied by most of his principal officers.

As the enemy had been greatly encouraged by the rough treatment he had given the detachment of dragoons, under General Kearney, and by the success of his expedient in the repulse of the party under Captain Mervine, the result of these two very handsome affairs, produced such a reaction as at once to look down every thing like resistance.

Shortly after re-entering Los Angeles, Commodore Stockton was joined by Colonel Fremont, increasing his force to near one thousand men. A new negotiation was now entered into with Don Andres Pico, the Californian governor, by which the Mexicans stipulated to lay down their arms, and yield quiet possession of the province. Throughout the whole of the foregoing movements, Commodore Stockton exhibited an activity, energy, and spirit that would have done no discredit to the indomitable Preble. He and his ship seem to have been everywhere, and whatever may be the decision of military etiquette as between the rival competitors for the command of this successful expedition against the enemy's capital, there can be no misapprehension on one subject, and that is, that the Commodore was in the thickest of the fray, and animated his men, not only by his presence but by a very brilliant personal example. According to every usage with which we are acquainted, sea-officers can never come under the command of soldiers. The nautical profession requires a peculiar and specific knowledge, and seamen can only be used, even on shore, with a due regard to their habits and prejudices. There was, however, a peculiar claim on the part of the navy to most of the credit of the military movements in front of Los Angeles. The seamen and marines composed the greater portion of the American force, and the officers of the service held the most important subordinate commands in the detachment. Doubtless an officer as accomplished and as brave as General Kearney, must have been of great assistance on such an occasion; but we confess we see no admitted rule of service short of positive orders from home, that, under the peculiar circumstances of the war in that province, at that particular moment, could have justified Commodore Stockton in carrying on the sort of expedition in which he was then engaged, without retaining his full authority over all who were engaged in it, and who belonged to the navy proper.

Commodore Stockton virtually assumed the command near the close of July, and the whole of the succeeding five months was on his part, a scene of as great exertion, and as bold an assumption of responsibility, as ever yet characterized the service of any man under the flag. We conceive the whole of these movements, marked as they were by so much decision and enterprise, to have been highly creditable to the American arms, and particularly so to that branch of the service of which we are writing.

Shortly after, hearing of the arrival of his senior officer at Monterey, Commodore Stockton struck his pennant on board the Congress, and finding a party about to cross the Rocky Mountains, returned by that

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route to the United States. The force that Commodore Shubrick found under his orders on assuming the command of the Pacific squadron, consisted of his own ship, the Independence 54; the Congress 44, to the command of which vessel he assigned Captain Lavalette, late in the Independence; the Savannah 44, Portsmouth 20, Warren 20, Cyane 20, Preble 16, and Dale 10.

A few days after his own arrival the Lexington, store-ship, came in from the Atlantic coast; this vessel brought a company of regular artillery. As soon as the latter landed, all the seamen were withdrawn from the fort, and the town was left in the care of the artillery and marines. Similar arrangements were made at San Francisco, where, however, the Warren was left, the whole force being under the orders of Commander Hull. The season of the year was still too early to carry ships into the Gulf of California, but preparations were now made to move the whole of the available force afloat, in that direction as soon as it would be prudent to do so. The Congress was kept cruising at the southward, and indeed most of the active vessels were moving up and down the coast, looking out for privateers, and rendering such services as were in their power. Toward the close of September, Captain Lavalette went into the Gulf with his own ship and the Portsmouth, and on the 16th of October the Independence sailed in company with the Cyane to join him off Cape San Lucas. This junction was made on the 29th, when Captain Lavalette reported the result of his successful attempt made on the town of Guaymas, nearly at the head of the Gulf. The place had a considerable force, and works of respectable extent, but Captain Lavalette took his frigate, and the sloop of war within fair range of the enemy's guns, planting two pieces of heavy artillery also, on a couple of islands that were favorably situated for such a purpose. After a cannonading of three quarters of an hour, which commenced at sunrise the next morning, a white flag was hoisted from the shore. It appeared that the enemy had evacuated the place, which indeed was now abandoned by all of the inhabitants. After some negotiation, Captain Lavalette caused all the batteries on the water-front of the town to be blown up. On the evening of the same day, it being reported by the officer in command on shore, that General Campujano was marching upon the place with a very considerable force, including artillery and lancers, parties were thrown on shore in readiness to meet him; the enemy, however, abandoned his intention of attack, ascertaining now that the troops of Campujano, some three or four hundred regulars with the same number of militia and Indians, were rapidly deserting and disbanding themselves. Captain Lavalette now left Commander Montgomery in the Portsmouth to look out for the port of Guaymas, and ran over to Loreto to meet the Dale, which vessel he expected to find at that place, on his way to join Commodore Shubrick off San Lucas.

[This is the conclusion of the portion dictated by Mr. Cooper.]

Before proceeding in the regular order of time, it here becomes necessary to go back to the year 1846, in order to notice some actions in which the sloop of war Cyane, Commander Du Pont, was creditably concerned. This vessel, having in the month of July landed the detachment of Major Fremont at San Diego, remained for a time on the coast

of California, when she was sent down on blockading duty to the main coast of Mexico. She arrived at San Blas on the 2d of September. Here a party was sent on shore under the command of Lieut. Rowan, which spiked all the guns that could be found at the place, amounting to twenty-four in all, and varying in calibre from twelves to thirty-twos. They were not all, however, in a serviceable condition.

It was not the policy of the commander-in-chief at this time to take permanent possession of any points on this distant part of the coast, as the force under his orders was insufficient for such a purpose, at least while Upper California required such constant attention. The duty of the ships was therefore confined to watching the ports, and enforcing the blockade as efficiently as possible. More active employment was occasionally found, in hindering the military preparations of the Mexicans, and in destroying such means of defence, as it was within the reach and capacity of a small naval force successfully to attack. The *Cyane*, therefore, kept to the northward, touching at Mazatlan, where the *Warren* was engaged in blockading, thence running into the Gulf of California, making the ports of La Paz and Mulejé. From the latter place it was found that a Mexican gun-boat had lately sailed, going, it was supposed, across to Guaymas. Thither the *Cyane* followed, and anchored in the inner harbor on the 6th of October. A battalion of troops of the line, with field artillery, was posted in the town, and, in connection with the national guard, formed a body of five hundred soldiers. Commander Du Pont immediately sent a communication to the Mexican commander, informing him of the declaration of a general blockade, and of the lenient terms which had been granted to other places, on condition of not taking an active part in hostilities, and demanding the surrender of the two gun-boats, which were lying in the harbor. A surrender of the gun-boats was refused, when the American commander sent a message, that he would be obliged to take them by force. From most commendable motives of humanity, he expressed his desire not to be compelled to fire upon the town, yet he informed the Mexican commander that resistance would oblige him to retaliate in this manner. In the mean time, and before an attack could be made upon them, the Mexicans set fire to the gun-boats, and they were entirely consumed. A Mexican brig, however, was left unharmed, under the idea that she was in too strong a position to be in danger of being cut out. Being a lawful prize, and, if left, likely to be of service to the enemy in conveying military supplies, the American officer determined to cut her out. She was anchored in a cove, formed by a long projecting point of land. She was hauled close in toward the houses, within pistol shot of them, with two streets opening upon her, one of which led down from the barracks where the troops were posted. These barracks were situated behind a mound of earth; so that the Mexicans might with reason have supposed that the brig was too well protected to be liable to an attack. It would be necessary, should the brig be successfully carried, to tow her for some distance in front of this strong position, before she could bear away from it.

The *Cyane* was hauled in as close as possible to the town, for it was apparent, that, should the enemy be at all bold and active, the brig could be carried and brought out by the boats, only under a well-directed and

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spirited fire from the ship. The party sent in was embarked in the launch and one of the cutters, and was under the command of Lieut. G. W. Harrison, with acting Lieut. Higgins, and Midshipmen Lewis and Crabb. They rowed steadily in, and succeeded in boarding the brig, and in cutting her chain cable; the ship, meanwhile, keeping up a heavy fire upon that part of the town where the troops were stationed. The brig being now in possession, and the Mexicans thus far offering no resistance, Commander Du Pont, wishing to do as little injury to the town as possible, ordered the firing to cease. Immediately on this the enemy rushed forth from his lurking places, and opened a sharp fire with artillery and musketry upon the brig and the boats. This compelled a reply; and the ship, brig and boats all poured in a fire upon the town, which forced the troops back to their cover. During this time the boats and the brig had so far changed their position that they now came within the range of the ship's fire. This made a cessation of the firing again necessary; and, as before, the courage of the Mexicans revived, and their troops once more rallied to the attack. A company of Indians also had made out to get round the cove, and took up a position from which they added a cross-fire to the severity of the main attack. Though involving considerable hazard to those in the brig and boats, the American commander was again obliged to use the guns of the ship. In this instance the shells especially were thrown with great rapidity and precision, and producing consternation by bursting, speedily silenced the fire from the shore. In the mean time the brig had been set fire to by the captors; yet she was brought out and towed into a cove near by, where she was entirely consumed. The coolness and gallantry of Lieut. Harrison and the officers and men with him, elicited high praise from the Commander of the Cyane.

Leaving the Gulf the Cyane ran down to Mazatlan, where she relieved the Warren, and was employed for some time in watching this port, the most important then on the entire western coast of North America. In consequence of the very close blockade which was maintained, the town was suffering somewhat from scarcity, and a traffic was attempted by means of small vessels running up the Gulf, in order to supply the place with flour. These vessels could keep near the shore, where from the nature of the coast a ship of war could not reach them. Landing their cargoes in the outer or old harbor, they could relieve the wants of the town. Large bodies of troops were also posted at Mazatlan, and with guns in battery, and with field artillery they could give efficient cover to the vessels as they ran well in along the coast. Such a traffic could only be broken up by attacks made in the boats of the ship; and much active and arduous service was performed by the officers and men in this manner. The parties in the boats succeeded on two occasions in cutting off four small vessels from the harbor, and forced them through the breakers on to the beach, where they were deserted. On the second occasion, as the ship's boats were returning from their work, four boats, two of them launches, and having on board sixty soldiers, put out from the harbor for the purpose of intercepting the men from the Cyane. The Cyane's boats on this occasion were her three smallest, and were under the command of Lieut. Harrison. The ship was not in a position to cover them. Notwithstanding the odds they gallantly formed in line and bore down



upon the Mexicans. The encounter was sharp, the Mexicans for a time maintaining a vigorous fire; but they finally broke their order of battle, ran their boats on shore, and fled to the cover of the bushes. On both these occasions the Mexicans were aided by artillery on the shore, while the guns of the *Cyane* could render no assistance to her parties in the boats.

The *Cyane* was very efficient in making captures while occupied in blockade duty at various points. She took possession of twenty-three vessels of all kinds, brigs, brigantines, schooners and smaller craft, either Mexican, sailing under Mexican colors, or neutrals boldly running the blockade.

In November, 1847, the *Dale*, Commander Selfridge, was sent to Guaymas to relieve Commander Montgomery, in the *Portsmouth*; the latter vessel joining the main squadron.

The flag was now flying at La Paz, in the province of Lower California, protected by a detachment of one hundred and ten men of the regiment of New York volunteers, under the command of Lieutenant-colonel Burton. In the month of November, it was also hoisted at San José, in the same province, while the flag-ship was off that place. This was done at the earnest request of friendly citizens, in order that they might be protected from the insurrectionists, who were now moving in that region. Lieut. Charles Heywood, with four passed midshipmen and twenty marines, was placed in command of this post. He was also furnished with a nine-pounder carronade, and some fire-arms to be loaned in an emergency to friendly Californians. He posted his force in an old mission-house, situated on the higher portion of the town.

On the 8th of November Com. Shubrick left San José and stood over to the coast of Mexico, with the *Independence*, the *Congress*, and the *Cyane*. His destination was Mazatlan, and his object was the capture of this important city and the diversion of its commercial revenues into the treasury of the United States.

Mazatlan contained at that time about eleven thousand inhabitants, and was occupied by Colonel Telles, with a force of from nine hundred to twelve hundred regular troops. It has been known to yield three millions of dollars revenue to the Mexican government in one year. It was within easy reach of reinforcements from states which had contributed no quota to the war, and it was known there that its occupation by the squadron was contemplated. The following description of the occupation is taken from the accounts of competent eye-witnesses:

"On the 10th of November, in the afternoon, the ships came in sight of the town. The position of each had been assigned and marked on a plan of the coast and harbor, furnished to the commanders. The wind, however, was moderate, and the commander-in-chief inquired if the ships could take their positions after dark, and being answered in the affirmative directed them to proceed. The *Congress* led off in fine style to that bend in the coast outside, known as the old harbor, where, the shore being low, she could command some of the avenues leading from the town, and effectually cover the landing, should the surf permit that point to be selected. It was a hazardous anchorage, but an important position, and boldly taken. The flag-ship stood for another slight bend in the

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peninsula on which Mazatlan is situated, and where a break in the coast-range exposes to view from the westward, the most important part of the town, and which she brought to bear immediately under her guns.

"The Cyane kept on to get her station in the new harbor, her light draft enabling her to get sufficiently close to the bar for her eight-inch guns to reach the wharf, and cover the landing, should that point be selected. The Independence in her majestic might, just swinging round, showing her gun-deck tier of lights, and her stern almost in the rollers, presented a most imposing spectacle, a ship never having anchored there before. An English vessel of war was at anchor in the harbor, and the manner in which the ships took their positions, and invested the town, drew high encomiums from her commander and officers.

"Early on the morning of the 11th, Mazatlan was summoned to surrender, Captain Lavalette, the second in command, bearing the communication from Commodore Shubrick. Colonel Telles, the military commandant, tore the summons up, with insolent threats. On the return of Captain Lavalette orders were issued for an immediate landing. The height of the surf forbade the attempt to be made outside, and the usual place of landing inside of the harbor, was designated. The boats of the Independence, Congress, and Erie, which ship, under the command of Lieut. Watson, had anchored in the offing a day or two previous, were joined on entering the harbor by those of the Cyane, and this ship had her broadside sprung, to cover the landing, if necessary. The boats entered the harbor in three lines, commanded by the officers of the respective ships, the whole under the direction of the commander-in-chief in person. A division of the Congress, under Lieutenant John T. Livingston, had charge of the artillery, five pieces, captured in Upper California, and mounted on board that ship. The many points advantageous for defence which presented themselves, the heights near the landing, the streets, and the houses with terraces, warned the assailants that no precaution should be neglected. The men were on shore in a twinkling, and the companies formed, while the artillery was landing. The whole force, about six hundred strong, then marched through the town to the Cuartel, situated on a mound, overlooking the surrounding country, on the walls of which the American flag was hoisted, under a salute of twenty-one guns from the Independence.

"Colonel Telles, with his whole force, had retreated on the approach of the Americans. No laurels were reaped, no blood was shed, but the capture was important; it brought home to the Mexican that his commercial emporium in the west had shared the fate of the one in the east, while the American flag waved over the national palace in his capital. Prompt measures were taken for the defence and holding of Mazatlan, and for its municipal government. Captain Lavalette was made governor, and a garrison of seamen and marines established. A commission, consisting of Commander Du Pont, Lieutenant Chatard, Purser Price, and Mr. Thomas Miller, arranged with the municipal Junta the terms of occupation. The ships moved into the harbor; the custom-house was opened and organized, and a tariff of duties, modified to suit the trade of the coast, was established. Mr. H. W. Greene, purser of the Independence, appointed collectors, under whose judicious management, assisted by Mr.

Speeden, purser of the Congress, more than a quarter of a million of dollars of duties, was collected in five months."

The precise and judicious arrangements for the capture of this important point made by Com. Shubrick, reflect great credit upon the capacity of that officer, and the efficiency and steadiness with which these arrangements were carried out so successfully, are indicative of the good qualities of the respective commanders, and of the officers and men under their orders. There is no doubt that the skill and ability manifested in the disposition of the forces, in connection with the uniform success of the American arms over every portion of the wide field of this war, led the Mexican commander to withdraw a body of troops, which might have given serious trouble to the invaders, and might not have left them the satisfaction of a bloodless victory.

Commerce soon resumed its wonted activity, but trading with the interior was interfered with by the troops of Colonel Telles, who still occupied a position a few miles from the city. Several attempts were made to open the communication with the country, but no general action was risked. On the 20th of November, two parties, one on land, of ninety-four sailors under Lieut. Selden, and the other in boats, consisting of sixty-two men under Lieut. Rowan, were sent to disperse a body of the enemy posted about ten miles out. The attack was commenced at daylight, and was quite warmly resisted by the enemy; but it was soon completely successful, the Mexicans breaking in confusion before the impetuous charge of the seamen, and throwing away their arms in their flight. The Americans lost one man killed, and three officers and seventeen men wounded; the loss of the enemy being seven killed, and twenty-five or thirty wounded. These sorties drove the Mexicans further back, and left the roads more free. For some time a large garrison was maintained on shore, and until the close of the war, a strong naval force was at anchor in the bay. Strong redoubts were also constructed, and mounted on the land side of the town; so that had the enemy made an attempt to regain possession of it, with any force at his command, he would, without doubt, have been promptly repulsed. In consequence of the large force required at Mazatlan, and the necessity of sending reinforcements to Lower California, Com. Shubrick was unable to take possession of the other Mexican ports farther to the south, as had been contemplated in his original plan.

Events in the mean time occurring in Sonora and Lower California, recall our attention to those provinces. It has been stated that the Dale, Commander Selfridge, was ordered to Guaymas, province of Sonora, to retain possession of that port. On his way thither, this officer learned that insurrectionary movements were on foot at Mulejé, on the eastern coast of Lower California. Troops and munitions of war were carried from Mexico, across the gulf, to this place. When the Dale arrived there, it was found that the region was in possession of Mexican troops, to the number of one hundred and fifty or more, headed by a chief called Pineda. The broadside of the ship was sprung so as to command the shores of a creek, up which Lieut. Craven proceeded, with four boats and fifty men, to cut out a schooner. This was done without resistance, though large numbers of Mexicans were in sight. The next day, October 1st, the same officer, with the marines and fifty sailors, landed on the right

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bank of the creek, and scoured the valley to the distance of nearly three miles. They were frequently assailed by the enemy in ambuscade, but they steadily advanced, driving the latter before them. At the same time, the battery of the ship kept up a fire of round shot and shell, which aided greatly in forcing the Mexicans back. They abandoned the village and retreated up the valley to a distance where, through fear of being led into an ambuscade, it was not thought prudent to follow them. The troops returned to the ship without the loss of a man, and with but two slightly wounded. We shall hear more of these Mexican forces hereafter. From this time for several months, Pineda was the active leader of a threatening insurrection in this province, which, without being successful against the American forces, inflicted great evils upon the peaceably disposed inhabitants. A small schooner was hired and placed under the command of Lieut. Craven, for the purpose of cruising in this part of the gulf, and preventing intercourse with the main shore of Mexico.

The Dale arrived at Guaymas on the 8th of November, and relieved the Portsmouth from the duty of guarding that port. The enemy's forces in this vicinity had now increased to a considerable amount, being probably not less than a thousand men. Commander Selfridge had not men enough to garrison the town, so that the flag was kept flying on an island under the guns of his ship. The enemy sought in large force to gain a lodgment in the town, but the shot and shell from the ship rendered this position not very tenable. On the 17th of November, Commander Selfridge, supposing that there were none of the enemy in the immediate neighborhood, landed at the head of a party of sixty-five marines and seamen. They had not proceeded far, when they were assailed with a volley of musketry from a house. A ball wounded Commander Selfridge severely in the foot, obliging him to relinquish the command to Lieut. Smith, and to return to the ship. The latter officer now found himself engaged with about three hundred of the enemy, who met him with a brisk fire and some good show of resistance. The fire of the little force of marines and seamen was, however, delivered with such rapidity and precision, that the enemy soon began to retreat precipitately. The fire from the ship was also opened, and began to be felt. The Mexicans were now in hopeless confusion, and evacuated the town in all possible haste; but the American detachment was not sufficient to follow them up with effect. In this creditable action the Americans suffered no injury, with the exception of the wound of the commander; while the loss of the enemy must have been not less than thirty killed and wounded.

This check to the Mexicans was serviceable, as it was quite important that this place should be held at all hazards.

It will now be in order to recur to the state of affairs in the province of Lower California. The Mexicans who had landed at Mulejé, and whom Commander Selfridge had so gallantly driven toward the interior, passed through the country, exciting hostility to the American rule, and drawing the disaffected to their ranks. The majority of the people were without doubt friendly to the provisional government, established by the military power of the United States, and but comparatively few joined the standard of revolt. On the 16th of November a body of Mexicans attacked the post established at La Paz. This post was held, and most

handsomely defended by Lieutenant-colonel Burton, with a detachment of the regiment of New York volunteers; but as this affair belongs properly to the history of army operations, it need not be described in this work.

On the 19th of November, a large body of the enemy came within a league of the post established at San José, which, it will be remembered, was occupied by Lieut. Heywood, with four officers and twenty marines. He had also organized and armed about twenty volunteers. The position occupied consisted of two houses -- the one an old mission-house, which had to be somewhat strengthened and repaired to make it defensible, and the other a private house, so closely adjoining, that it was necessary to occupy it lest it might fall into the hands of the enemy. In the latter, Passed-midshipman McLanahan was stationed with twelve volunteers. At the mission, a nine-pounder was mounted, and loopholes left for musketry.

An advance guard approached on the morning of the 19th, and demanded a surrender, which, of course, was refused. The main body took up a position on an eminence about a quarter of a mile distant. It consisted of one hundred and fifty mounted men, and commenced the attack late in the day by a fire from a six-pounder. This ceased at dark, having done but little damage. About ten o'clock at night, the whole body of the enemy commenced an attack upon the front and rear of both houses. Their fire was vigorous, but was returned as vigorously by the little garrison. Their cannon was posted in front of the main building, where it was replied to by the nine-pounder. The defence was so effectual, that the enemy were glad to cover themselves behind the neighboring buildings, and thus the combat was continued throughout the night; and by morning, the enemy retired to their camp. The day passed quietly; but as night closed in, the Mexicans were again in motion. They now concluded to undertake the capture of the mission-house by assault. This was a bold plan to be formed against so determined a garrison as they had found this one to be. In executing this movement, a strong party rushed up toward the front of the house, with the intention of forcing their way in and capturing the gun. But a destructive discharge of musketry brought down their leader and several of their number, when they broke and fled. This repulse in front intimidated the party in the rear, who were approaching with ladders to scale the walls, and they were thus easily driven back. The next morning a whaling vessel came in sight and anchored off the town. The Mexicans probably took it for a ship of war, for the whole body soon moved off. They lost at least eight killed and more than that number wounded; while of the garrison but one was seriously, and two slightly wounded.

As soon as the report of these hostilities reached Com. Shubrick, he dispatched the store-ship *Southampton* to the aid of Lieut. Heywood. The *Fortsmouth* followed as soon as possible, and the *Cyane* was also sent to La Paz, with aid and supplies to Lieut. Col. Burton.

On the 12th of January, 1848, San Blas, a seaport town, situated to the south of Mazatlan, was captured by a small force under the orders of Lieut. Comd't Bailey, who was maintaining the blockade of the port with the *Lexington* store-ship. The party landed under Lieut. Chatard, and brought off two pieces of artillery from the fort, and a fine boat belonging

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to the custom-house. No opposition was met with; still it was not deemed advisable to hoist the flag, as sufficient force could not be left on shore to defend it.

Lieut. Chatard also landed a small party at Manzanillo, and spiked three large guns. Mexico now had not a single gun mounted on this entire coast, except at Acapulco.

In the province of Sonora, the enemy still continued to hover around Guaymas. A detachment having established itself at Cochori, on the coast about nine miles from Guaymas, Lieut. Yard, now commanding the Dale, determined to dislodge it. A party of seamen and marines was detailed from the ship for this purpose, and placed under the command of Lieut. Craven. Having proceeded for four miles in boats, they landed and cautiously advanced, seeking to surprise the enemy. In this they were successful, having nearly surrounded the house where they were posted, before being discovered. Some firing ensued, but the enemy soon yielded. A part escaped, as the attack was made in the night; but the commander and six soldiers were taken prisoners, and five were left dead upon the field. The assailing party suffered no loss.

In the early part of the year 1848, San José became again the centre of very active military operations. On the 22d of January, a small detachment of Lieut. Heywood's command, consisting of Passed-midshipmen Warley and Duncan, and six men, was captured on the beach by a large body of the enemy's cavalry. This was a serious loss to the little garrison. The Southampton, having furnished all possible aid to Lieut. Heywood, was sent to La Paz, with orders for the Cyane to take her place at San José. This was a very opportune change; but before it was fully effected, hostilities had recommenced around the devoted mission-house, though the Cyane arrived in time to take part in them. The enemy, despairing of carrying a post so well defended as La Paz, had concentrated his forces, amounting to three or four hundred men, around the feebler position held at San José. The defence of this position rested with a garrison of twenty-seven marines, ten effective seamen, and about twenty California volunteers. The town was deserted by its inhabitants, and about fifty women and children sought protection in the imperfect fort, and were supported from its scanty supplies.

In the latter part of January, the Mexicans appeared in force. On the 4th of February they drew their lines quite closely around the fort, and fired upon all who showed themselves. On the 6th a sortie was made by Lieut. Heywood with twenty-five men, which was successful in dislodging a strong party posted at the lower end of the street. On the 7th another bold and successful sortie was made, attended, however, with the loss of one man. Notwithstanding these sorties, the enemy gradually hemmed the garrison in more closely. Their former experience had taught them not to risk an assault, and their policy now seemed to be to reduce the garrison by a regular investment and siege. By the 10th they had complete possession of the town. They occupied a church and other commanding buildings within musket-shot, from which they kept up an incessant fire during the remainder of the siege. Thus protected, it was seldom that the besieged were able to find an opportunity to fire at them with effect. On the 11th the firing was continued with great vigor; and

during this day the garrison suffered the loss of Passed-midshipman Mc-Lanahan, who was wounded in the neck, and survived but two hours.

The morning of the 12th revealed a new source of annoyance. The enemy had erected a breastwork, from which they commanded the watering place of the garrison. But nothing daunted, the men went vigorously to work to dig for water within the post, and this against great difficulties, as they could not blast the rock through fear of drawing the fire of the enemy. On the 14th, the supply of water was running low, and still a continual fire was poured in upon the heroic band. But on this day relief came. In the afternoon the *Cyane* hove in sight, and soon came up and dropped her anchor off the town. The interest of the fight now turned in this direction. Commander Du Pont of the *Cyane*, knowing that the Mexicans were in large force, and wisely judging that they must have full possession of the space between the beach and the mission-house, deemed it too hazardous to attempt relieving his beleaguered comrades by night, unless in an emergency. To those on board the ship the night attack was unknown, as the report of small-arms could not reach that distance, and Lieut. Heywood refrained from using artillery, lest he should alarm his friends, and so induce them to land at night.

But when the day dawned the boats of the *Cyane* were seen moving toward the shore. They contained one hundred and two officers and men, headed by Commander Du Pont. The enemy soon showed himself in full force in front, after the landing was effected, and the contest commenced. As the Mexicans possessed the advantage of the covers along the road, they were able to keep up an annoying flank and rear fire upon the advancing Americans. Still the latter moved steadily on, driving their opponents back at every point, or giving them volleys of musketry to the right and left as occasion required. The Mexicans engaged with great vigor, and continued their fire throughout with steadiness; and it would also have been quite destructive had they not generally fired too high. Step by step the ground was gained and progress achieved, as the compact little column pushed on with unconquerable bravery. It required the best exertions of the officers to restrain the impetuosity of the seamen, who were eager to come to closer quarters—a movement which would soon have lost them the advantages gained by their unity and steadiness of action.

The progress of the battle could be seen quite plainly from both the ship and the fort, and, with reason, excited great interest among the observers at both these points. Those in the ship were unable to render any assistance by means of their long guns, as it was impossible to separate friend from foe. But the garrison could not curb their impatience, and soon sallied out to form a junction with their companions. A party of the enemy was still firing upon the fort, but the charge, led by Lieutenant Heywood, drove them from the street they occupied, and opened the way for the union of the two detachments. Just before this union was effected, the enemy made a final stand and sought by great exertions to maintain his ground. But it was all in vain, and the shout of victory was raised just as Lieut. Heywood joined the party of his welcome friends. It surely borders on the miraculous that this march was made under such a fire; and this victory gained by the Americans over treble their own number,

without the loss of a single life, and with only four slightly wounded. The loss of the enemy could not be ascertained with any exactness, but there were at least thirteen killed. They also lost in their long attack upon the post, at least fifteen killed, and many wounded. The casualties to Lieut. Heywood's command were three killed and four slightly wounded. The coolness, perseverance, and indomitable resolution displayed in this long defence against such superior numbers, cannot but draw upon the actors especial notice and renown, and place it among the many memorable achievements of this war.\*

The organization of the insurrection was nearly broken up after this repulse. Though the chief, Pineda, with a considerable force, still remained in the vicinity, the presence of a ship of war operated as an effectual check upon any further attack. In the month of March, indeed, the Americans assumed the offensive, and by several sudden attacks, with comparatively small parties, drove the enemy further and further up the country. On the night of the 15th of this month, a detachment from the garrison at La Paz, under the command of Captain Steele of the New York regiment, made a forced march and came unexpectedly upon the enemy's camp at San Antonio. The surprise was complete, and the conflict short; it ended in the discomfiture of the Mexicans, and the rescue of the Americans taken prisoners, as already mentioned, on the 22d of the preceding January.

Colonel Burton and Commander Du Pont kept up a system of short and rapid expeditions, in various directions, wherever an enemy showed himself; so that by the close of April the forces of the Mexicans were wholly dispersed, their principal chiefs taken prisoners, and the province of Lower California rendered completely tranquil. On the 20th of April, a detachment of one hundred men from the volunteer regiment in Upper California arrived at San José, and Lieut. Heywood and his command returned to their proper quarters on shipboard.

At Guaymas, where the Dale still remained, the officers and men were constantly occupied in maintaining the blockade, and in watching a large extent of coast in order to prevent the sending of military supplies or assistance across to Lower California. Their vigilance and occasional skirmishes kept the enemy at a distance, and reduced him to defensive operations.

On the receipt of the information of a provisional suspension of hostilities on the part of the main army in Mexico, Commodore Shubrick entered into a similar arrangement, and withdrew the garrison from Mazatlan, leaving a few men to guard the works until the establishment of a definitive treaty of peace. Until the close of the war, therefore, the duty of the naval force was confined to the maintenance of the positions already held. In July, 1848, Commodore Shubrick sailed for home with the Independence, by way of the Sandwich Islands, having been relieved in his command of the Pacific squadron by Com. Thos. Ap C. Jones, in the Ohio 74.

\* While these pages are going to press, information has been received of the death of the gallant Heywood. He fell a victim to the yellow fever, contracted at Rio Janeiro, and died on board the steam-frigate Saranac, of which he was second in command.



## CHAPTER VI.

Com. Conner on the east coast of Mexico—Blockade—Expedition against Toluca and Alvarado—Plan of attack on Vera Cruz—Minor towns taken—Loss of the Somers—Landing of the American army—Com. Perry relieves Com. Conner—Bombardment of Vera Cruz—Capture of Alvarado, Toluca and Toluca, and occupation of Mexican ports—Skirmishes—Services of the marine corps—Gen. Quitman—Death of Major Twiggs.

For the preservation of a more clear and convenient method, we have followed the naval operations on the west coast of Mexico from the commencement to the close of hostilities. In the same order we will now present an account of the services of this arm of the national power, in the Gulf and on the east coast of Mexico.

The navy found no enemy to contend with on its own element in this quarter; and was, therefore, principally occupied as an auxiliary to the army. Though its services were not brilliant, they were certainly indispensable.

In July, 1845, the Secretary of the Navy wrote to Commodore Conner, commanding the home or Gulf squadron, that he must now consider Texas as a part of his country, to be defended as any other portion should be, and must hold his force in readiness for any contingency. The vessels of war embraced in his command at this time were, the frigate *Potomac* 44; sloops of war *Falmouth* 20, *Saratoga* 20, *St. Mary's* 20; brigs *Somers* 10, and *Lawrence* 10. The steamers *Mississippi* 10, and *Princeton* 9, sloop of war *John Adams* 20, and the brig *Porpoise* 10, were ordered to join his squadron without delay.

During the movement of General Taylor's division to Corpus Christi, and thence on to the north of the Rio Grande, the smaller vessels of the squadron kept it company, and rendered some valuable services. When hostilities actually commenced, and the state of war was declared to exist, instructions were issued to Com. Conner to employ his command in the blockade of Mexican ports, so far as its force would admit of doing so effectually. The government required that the blockade should be actual and absolute, except against the vessels of war of neutral nations. These orders were issued on the 13th of May, 1846; and that they might be properly carried out, several additional vessels were attached to the squadron of Com. Conner. These were the frigate *Cumberland* 44, frigate *Raritan* 44; and the brigs *Perry* and *Truxton* of 10 guns each. The sloop of war *Albany* 20, also joined during the year.

On the 8th of May the firing of the artillery at the battle of Palo Alto was heard at Point Isabel, where the squadron lay. Major Munroe, commanding the post, and having under his care the supplies for the army, apprehensive of an attack by the enemy upon so important a point, requested of Commodore Conner a reinforcement to his troops from the squadron. This was promptly granted; and five hundred seamen and

marines, under Captain Gregory, of the *Raritan*, were landed and assigned their post behind the defences. But the victories of the 8th and 9th drove the Mexicans across the river, opened the communication between Fort Brown and Point Isabel, and left the latter free from all danger.

On the 18th of May a detachment of nearly two hundred marines and seamen, from the *Cumberland* and *Potomac*, under the orders of Captain Aulick, sailed up the *Rio Grande* in the boats of the ships, and effected a junction with a detachment of the army at Barita, on the right bank of the river, and about fifteen miles from its mouth. At this point they established a post without any opposition, and on the same day the army under General Taylor crossed the river and entered Matamoras.

The vessels were now dispatched to their several stations to enforce the blockade of the ports of Mexico on the Gulf as far south as Alvarado. The changes of the ships on the several stations were necessarily frequent, as, for a time, they were obliged to repair successively to Pensacola to replenish their supplies. The *Somers* was sent to Yucatan, in order to ascertain what course that government intended to pursue in the war between the United States and Mexico. The honest neutrality of this province would require a less extent of coast to be guarded, and diminish the resources of Mexico for a prolonged contest. Munitions of war were introduced through this province into Mexico, so that the necessary neutrality was not maintained. It became advisable, therefore, in the autumn of this year, to send an expedition against Tobasco, through which city this commerce in the materials of war was carried on. The place is situated on the river of the same name, about seventy-four miles from its mouth, and in a south-easterly direction from Vera Cruz. Its seaport called Frontera, is situated at the mouth of the river.

Commodore Matthew C. Perry was appointed to conduct this expedition. As the harbors of Mexico were inaccessible to most of the ships of war, in consequence of sand bars formed across their entrances, several small steamers and schooners had been purchased and sent to the scene of operations in the Gulf. Of these, Com. Perry took the steamer *Vixen*, and the schooners *Bonita*, *Reefer*, and *Nonata*, besides the steamer *McLane* and the schooner *Forward* of the revenue service, as the most available species of force with which to ascend the river. His own ship was the *Mississippi*, steamer, on board of which was a detachment of two hundred officers, seamen and marines, under command of Captain Forrest of the *Cumberland*.

The expedition sailed on the 16th of October, and arrived off the mouth of the *Tobasco* on the 23d. The *Mississippi* was left at the anchorage outside, while Com. Perry himself went on board of the *Vixen*. This small steamer then took in tow the *Bonita* and *Forward*, with the barges containing the detachment under Captain Forrest, and crossing the bar began to ascend the river. The *Nonata* followed under sail; the *Reefer*, having parted company in a gale, had not yet rejoined.

The town of Frontera was taken possession of without resistance, with several vessels in port, and two steamers which were firing up, in the hope of escaping up stream. The largest of these steamers, the *Petrita*, was immediately taken into service; the detachment of Captain Forrest embarking in her, and the *Nonata* and *Forward*, with the barges, being

attached to her in order to be towed up the river. The *Vixen* then took the *Bonita* in tow, and the next morning the command again moved forward, in order to reach *Tobasco* before additions could be made to its defences. The rapidity of the current and an imperfect knowledge of the channel of the river made their progress slow. The next morning they came abreast of a fort, which commanded the river at a very difficult point, and from which they looked for opposition to their advance; but they passed it unmolested, the men in charge fleeing at their approach. At noon *Tobasco* was reached. Several merchant-vessels were secured by the boats, and the squadron anchored in order of battle abreast of the town, within half-musket range.

Captain Forrest went directly on shore with a flag, and a summons to the governor to surrender. This was answered with bravado, and an invitation sent back to the commander to fire as soon as he pleased. Com. Perry was extremely reluctant to destroy the town and to subject the inhabitants to the miseries of a bombardment, merely to gratify the inhuman pride of a man, who, safe himself, would not surrender, though incapable of making any effectual resistance. It was necessary, however, to make some demonstration of his power, and he consequently directed the firing to commence from the guns of the *Vixen* alone, and these to be aimed at the flag-staff. At the third discharge the flag came down. Captain Forrest was now sent ashore again to inquire if they surrendered; but he was informed that the flag was not struck, but only shot away.

Captain Forrest now landed with his detachment at a point where they were under cover of the guns of the vessels. This movement drew from the enemy a fire of musketry, which was returned by the flotilla, and continued till evening. Not considering it safe for the land party to remain on shore through the night, Com. Perry recalled them. The crews were continued at quarters throughout the night, but the firing from the flotilla was not resumed. Com. Perry, knowing that the governor disregarded the wishes of the principal citizens in refusing to capitulate, now determined, from motives of humanity, to relinquish any plan of a more complete conquest, and retire from the place, satisfied with having broken up the obnoxious traffic in munitions of war. But in the morning the firing was recommenced from the town, and consequently it became necessary to reply to it from the flotilla. A flag of truce now appeared, which was met by Captain Forrest, and through him conveyed to the Commodore a communication from the principal foreign merchants of the place, setting forth the facts that they were great sufferers by the bombardment, and that they would be ruined if it continued, and desiring the American commander to spare the town and avert such disastrous results. Com. Perry in his reply expressed his continued determination, formed the evening before, not to fire unless fired upon from the shore. He, therefore, ordered his prizes to move down the river, while the armed vessels prepared to follow. But one of the prizes grounded near the shore, when a large party of Mexicans collected in the houses and streets opposite to it and began to pour into it a very severe fire. This of course made it necessary to attack the town again, in order to relieve the prize. The fire of the vessels soon silenced that on shore, and Lieut. Parker, in charge of the prize, defended himself with great gallantry, and succeeded in getting his

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vessel off, with one man killed and two wounded. Lieut. Charles W. Morris, while conveying an order in a boat from the Commodore to Lieut. Parker, received a severe wound in the neck, which a few days after resulted in his death. The flotilla, with the prizes, now withdrew from before the town, and proceeded down the river. Such vessels found in the river as were of little value were burned, and the rest of the prizes were sent to the main squadron near Vera Cruz. The McLane and the Forward, revenue cutters, were left to maintain the blockade of the river, and Com. Perry and command rejoined Com. Conner.

Previous to this successful expedition against Tobasco, some naval movements were made which did not have so satisfactory a termination. In August Com. Conner planned an expedition against Alvarado, the first town of any importance on the coast to the eastward of Vera Cruz. But it failed in consequence of none of the vessels being able to cross the bar—the small steamers and schooners which ultimately proved so efficient in operations of this kind, not having been sent out at that time. When they arrived, in October, Com. Conner made another attempt to take possession of Alvarado. The defences of the place were by no means insignificant, consisting of several forts and batteries commanding the harbor and the entrance. The steamer Vixen towed in the two schooners Bonita and Reefer, and this division was able to return the fire of the batteries. The steamer Mississippi was also enabled to reach a position where she did considerable execution with her long guns. But the steamer McLane touched on the bar, and so was unable to bring the second division, consisting of the Nonata, Petrel and Forward, into action. This misfortune frustrated the plan; as the first division not being properly supported, it became necessary to recall it.

An attempt to capture Tuspan, situated on the coast, above Vera Cruz, resulted in the loss of one of the vessels of the squadron. On the 15th of August, Commander Carpenter stood in for the town with the brig Truxton. She struck upon the bar and obstinately resisted all efforts to get her off. Her officers and men, with the exception of Lieut. Hunter and a boat's crew, were obliged to surrender to the Mexicans. They were, however, subsequently exchanged.

In the autumn of this year a plan of a ~~voyage~~, marked out, which contemplated the reduction of the city of Vera Cruz and its famous castle, and thence the march of a large army by the shortest route to the capital of Mexico. It was highly advisable to conceal this plan from the Mexican government. In order, therefore, to divert attention from the real point of attack, and to afford a convenient place for concentrating troops, orders were sent in October to Com. Conner to take possession of Tampico. The Raritan, Potomac, and St. Mary's were ordered to rendezvous off that port. On the 12th of November the steamer Mississippi, having on board a detachment of one hundred marines and seamen from the Cumberland, and towing the Vixen, Nonata, Bonita and Reefer, and the steamer Princeton, having in tow the Spitfire and Petrel, left the anchorage of Anton Lizardo. Arrived off the bar of Tampico, on the morning of the 14th, three hundred men were placed in the boats of the various vessels, which, in connection with the schooners above mentioned in tow of the steamers Spitfire and Vixen, were carried safely over the bar, and passed

up the river. The defences of the city had been abandoned, so that no resistance was met with. Before reaching it, a deputation of the government came on board, with whom the terms of a peaceable surrender were arranged. Two merchant vessels and three gun-boats were captured in the harbor. A strict blockade of the port was still maintained after its capture; and it was also garrisoned for some time by a strong detachment of troops.

From Tampico an expedition was sent under Commander Tattnell, with the steamer *Spitfire* and the schooner *Petrel*, to Panuco, situated about eighty miles up a river of the same name, for the purpose of destroying some cannon and other munitions of war, which the Mexicans had transported from Tampico before its capture. Though the river banks afforded many points from which artillery might have swept the decks of the vessels, the enemy offered no opposition, and on the 19th of November, the town was taken possession of, and the military stores destroyed or brought away. In the latter part of November, the frigate *Cumberland* was sent home for repairs, Captain Forrest being transferred with his crew to the *Raritan*, and Captain Gregory and crew going home in the *Cumberland*.

While the squadron was off Tampico, the brig *Somers* maintained the blockade of Vera Cruz. The barque *Creole*, conveying munitions of war to the Mexicans, had violated the blockade, and lay on the night of the 20th of November in supposed security, under the guns of the fortress *St. Juan d'Ulloa*. In the darkness, a boat from the *Somers* quietly approached her, containing Lieut. Parker, Passed-midshipmen Rogers and Hynson, and five seamen. The guard was surprised, captured, and afterward set on shore, while the vessel was set fire to and burned. The adventurous and gallant party escaped without injury.

On the 5th of December, Passed-midshipman Rogers, and Dr. Wright, attached to the *Somers*, with one of the crew, went on shore in the vicinity of Vera Cruz for the purpose of a *reconnoissance*. They were soon surprised by a party of Mexicans; and Dr. Wright managed to escape, but the other two were taken prisoners. Though Midshipman Rogers wore his uniform, and could only be properly deemed a prisoner of war, his fate was for a long time doubtful, the Mexican authorities seeking to convict him as a spy. He endured great hardships, and was finally taken to the city of Mexico, whence he escaped before the city was captured by the American arms, joined the army of Gen. Scott, and served with distinction in the brilliant battles which closed the war. His misfortune in being captured, however, probably saved him from the more melancholy fate of most of his companions on board the *Somers*. This active little cruiser, on the 8th of December, while seeking under a press of canvas to cut off a vessel which was making for the harbor of Vera Cruz, was struck by a "norther" and thrown on her beam-ends. She soon went down, carrying with her, Acting-master Clemson, Passed-midshipman Hynson and nearly one half her crew of eighty men. The *John Adams*, just coming down the coast, went to the assistance of the brig, as also did the boats of the British, French, and Spanish ships of war, anchored near; by these some of the officers and men were rescued, while others reached the shore and were taken prisoners. Gold and silver medals were subsequently presented, by order of Congress, to the officers and men of the

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Commodore Perry, with the *Mississippi*, *Vixen*, *Bonita* and *Petrel*, arrived off the town of Laguna, in the province of Yucatan, on the 20th of December. Leaving the *Mississippi* off the bar, he took the schooners and barges in tow of the *Vixen*, and proceeded up to the town. Possession was taken without any difficulty, and the military stores seized. Two forts were occupied, the American flag hoisted upon them, and the guns and carriages destroyed. Commander Sands, with the *Vixen* and *Petrel*, was left in charge of the place. On returning along the coast, Lieut. Comd't Benham, in the *Bonita*, was left at Tobasco river, to assume the command of the blockading vessels at that point.

The year 1847 commenced with very extensive and active preparations for the contemplated attack on Vera Cruz and the castle of St. Juan d'Ulloa. The descent of so large a body of troops as was necessary for the grand plan of the campaign, upon an open coast, with the needful but heavy encumbrance of its military supplies, could be no light work; and the aid of the navy was in all aspects of the undertaking indispensable. Great activity consequently pervaded this department of the national government. Bomb-ketches and steamers were purchased, equipped and sent to the Gulf. The *Ohio* 74, which was preparing for the Pacific, and the sloops *Germantown* 20, *Saratoga* 20, and *Decatur* 16, were rapidly fitted out and ordered to join the squadron. On the coast of Mexico was soon assembled, around Vera Cruz as a centre, or scattered off different ports on blockading duty, probably the largest force ever under the command of a single American naval officer.

The transports, conveying troops and supplies, were directed to rendezvous at the island of Lobos, which lies about twelve miles off the coast, some sixty miles below Tampico. At this point, many of them assembled during the month of February, and as the season was advancing, though many very necessary supplies had not yet arrived, the commander-in-chief decided to effect an immediate landing.

The following detailed account of the debarkation of the army of Major-general Scott, is from the pen of William G. Temple, Passed-midshipman in the navy, who, in view of the nautical interest attached to the movement, has compiled from original sources, a memoir of the operation, addressed to the Secretary of the Navy and placed among the files of his department. The substance of this document is here given.

"In view of landing the army at some point near Vera Cruz, surf-boats suitable for that service were contracted for in the different ports of the United States, by the quarter-master's department of the army. These boats were built with both ends alike, so as to steer with an oar at each end, and to stow in nests of three each, the largest one measuring forty feet in length. One hundred and forty-one boats, or forty-seven nests were contracted for and built; out of this number, however, only sixty-five had reached head-quarters by the the time they were required for the landing of the troops.

"The army sailed from the rendezvous at Lobos Island on the 5th of March. In anticipation of the arrival of the transports off Vera Cruz,

the frigate *Potomac* and the sloops of war *Albany* and *John Adams* were stationed in the vicinity of *Isla Verde*, (some five miles to seaward of the city,) with orders to put an officer on board each vessel as she arrived, to pilot her into the anchorage at *Anton Lizardo*; or should the number of officers prove inadequate to this duty, to furnish the masters of the transports with such sailing directions as would enable them to pass inside of the *Blanquilla Reefs* to the anchorage.

"The naval squadron, under the command of Commodore Conner, and the transports having on board the troops and their equipments, under the command of Major-general Scott, were thus concentrated at the anchorage between the island of *Salmadina* and *Point Anton Lizardo*: a distance of some ten or twelve miles, to the eastward of *Vera Cruz*.

"As fast as those transports having on board any of the surf-boats arrived, the boats were launched under the direction of a lieutenant of the squadron, their equipment inspected, and every thing belonging to them fully prepared for service; after which they were hauled up on the landward side of the island, and arranged and numbered by divisions; each division consisting of ten boats, taken from all the different sizes.

"In the mean time a speedy debarkation was resolved upon; it being important that a landing should be effected before 'a norther' should come on, as that would delay the operation several days. Accordingly, the General-in-chief and the Commodore of the squadron made a joint *reconnoissance* in the steamer *Petrita*, with a view of selecting the most advantageous point for that purpose. The choice lay principally between *Point Anton Lizardo*, opposite which the squadron and transports lay anchored, and the beach directly abreast the island of *Sacrificios*. The great objection to the first of these two, was the distance (about fifteen miles) that the troops would have to march before reaching the point of attack; while, at the same time, the road led through deep, loose sand, and involved the passage of one or two considerable streams. As to the more landing, however, it was deemed quite as good as that near *Sacrificios*. The selection of this last-named point, obviated the difficulty already mentioned, being within two and a half miles of the city walls, although it had its own disadvantages. The exceedingly confined space afforded here for a secure anchorage, rendered it dangerous, in the then season of 'northers,' to bring up many of the transports. It was therefore suggested to transfer all the troops from the transports to the men-of-war and steamers, and after their debarkation, to order up from *Anton Lizardo* such transports with provisions and stores, as might first be required; which, in turn, might make room for others, till all should be landed.\*

"In view of all these considerations, the beach near *Sacrificios* was deemed the most eligible point, and the debarkation was appointed to take place on the 8th of March. General orders were therefore issued on the 7th, by the Commodore, and the Commanding General, prescribing the necessary arrangements.

\* Subsequent to the landing, however, the transports were ordered to *Sacrificios* in too great numbers; and a gale of wind coming on from the north, about forty vessels were blown upon the beach.

and John Adams were miles to seaward of the vessel as she arrived, to should the number of masters of the transports to pass inside of

Commodore Conner, and their equipments, were thus concentrated at Point Anton the eastward of Vera

of the surf-boats arranged by a lieutenant of the division belonging to them were landed up on the beach by divisions; each of different sizes.

arranged upon; it being the 'a norther' should days. Accordingly, the squadron made a joint effort of selecting the most favorable point principally between the transports lay at Sacrificios. The great distance (about fifteen miles) from the point of attack; the deep, loose sand, and the rocks. As to the mole at near Sacrificios, the difficulty already in the city walls, although the confined space afforded in the then season of 1847. It was therefore suggested to the men-of-war and the steamer Anton Lizardo such a vessel be required; which, it was to be landed.\*

at near Sacrificios was appointed to take the command, therefore issued on the subject, prescribing the

"The surf-boats were apportioned for use among the men-of-war as follows:

Frigate Raritan, . . . . .	15.
Frigate Potomac, . . . . .	20.
Sloop of war Albany, . . . . .	10.
Sloop of war St. Marys, . . . . .	10.
Steamer Princeton, . . . . .	10.

"These vessels were directed to furnish to each boat, so apportioned to them, a crew of seven seamen, and a junior or petty officer to command it. Each division of ten boats was commanded by a lieutenant, and in some instances, was divided between two of that grade; the general direction of the whole remaining always with the senior. Captain Forrest, commanding the frigate Raritan, was ordered to superintend the whole operation.

"The officers detailed for this duty were sent on shore the day previous to the debarkation, and the boats allotted to their respective ships pointed out to them as they lay ranged and numbered on the beach, so as to avoid confusion and an indiscriminate seizure of the boats, when they should come with their crews at daylight to launch them. The boats' anchors were stowed in the sterns of the boats with their hawsers coiled clear for running; and the coxswains were instructed, in case the landing should be effected in a heavy surf, to drop the anchor from the stern outside the breakers, and to pay out the hawser as the boat went in, so that after the troops should have jumped out in shoal water, the boat could be warped out again through the breakers, without having received any injury from thumping on the beach.\*

"The troops were ordered to be in readiness for the following distribution among the different men-of-war and steamers, to take passage from Anton Lizardo to Sacrificios.

"The 1st line under Brevet Brigadier-general Worth, consisting of the 1st brigade of regulars and Captain Swift's company of sappers and miners, to be received on board the frigate Raritan and the steamers Princeton and Edith. The field batteries of Captain Taylor and Lieutenant Talcott (also attached to this line and to be landed with them) to be towed up in their respective transports, by the steamers Massachusetts and Alabama.

"The 2d line, under Major-general Patterson, consisting of the 1st brigade of volunteers commanded by Brigadier-general Pillow, and the South Carolina regiment of volunteers† (all of the 2d brigade that had yet arrived out) to be received on board the frigate Potomac and the steamers Alabama and Virginia. The reserve, under Brigadier-general Twiggs, consisting of the 2d brigade of regulars, to be received on board the sloops of war Albany and St. Marys, the brig Porpoise, and the steamers Massachusetts, Eudora and Petrita.

\* This precaution, however, proved unnecessary at the time of landing, from the smooth state of the water; but at a later period, while landing heavy articles in a surf, it was resorted to with great success.

† The South Carolina regiment, finding themselves crowded out of the vessels assigned to their transportation, asked and received permission from Captain Sands of the steamer Vixen, to take passage in his vessel.



"Every man of the army was directed to take in his haversack, bread and meat (cooked) for two days; and the vessels of war were ordered to supply the troops with water and provisions, while on board.

"A system of signals had been arranged beforehand, by the General-in-chief, by which the transports were to indicate the number of boats required by each one to take from them the troops they had on board. They were to hoist a flag at the fore for each boat required to receive the first line, and to haul them down as the boats arrived alongside; in like manner at the main for the second line, and at the mizzen for the reserve.

"All the preliminary arrangements were thus completed on the evening of the 7th, but the next morning there were indications of a "norther," and the movement was postponed. At sunrise on the morning of the 9th, the officers and men detailed for that duty, were sent from the men-of-war, to launch and man the surf-boats. Those divisions of boats manned by the Raritan and Princeton were assigned to the transfer of the first line; going for them whenever a transport had flags flying at the fore, and taking them to the vessels of war and steamers, according to the herein before mentioned distribution. In like manner those divisions manned by the Potomac were assigned to the transfer of the second line, and those by the Albany and St. Marys to the reserve.

"Each of the frigates received on board between twenty-five and twenty-eight hundred men, with their arms and accoutrements; the sloops received about nine hundred each, and the smaller vessels numbers in proportion.

"When all were transferred, the fifteen boats belonging to the Raritan were taken to the steamer Spitfire to be towed to Sacrificios; the steamer Vixen went alongside the Potomac and took in tow the twenty boats belonging to her; the Albany sent her ten to the steamer Eudora, the St. Marys' ten were sent to the steamer Petrita, and the Princeton took in tow her own ten. At the same time the vessels, so sending them, detailed two lieutenants and two midshipmen to remain on board the towing steamers, and look out for their boats, together with two seamen for each boat, who were to remain in them, and steer them during the tow.

"This part of the movement was completed very successfully about 10 o'clock A. M.; and a few moments thereafter, the squadron and such of the transports as had been selected for the purpose, got under way for Sacrificios: the General-in-chief on board the steamer Massachusetts, and the Commodore of the squadron in the frigate Raritan.

"The weather was very fine, with a fresh yet gentle breeze from the south-east and a perfectly smooth sea. The passage to Sacrificios occupied between two and three hours. Each vessel came in and anchored in the small space previously allotted to her, without the slightest disorder or confusion, the anchorage being still very much crowded notwithstanding the number of transports that had been left behind.

"The debarkation commenced on the instant. Each vessel reclaiming her surf-boats from the steamer that had towed them up, sent them to receive the first line. The Princeton was ordered to take a position abreast the landing-place, and as near the shore as possible; and the surf-boats were directed, after receiving their quota of soldiers, to rendezvous astern of her, and to form there in a double line-ahead, according to

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regiments and companies, and in prescribed order of battle; the two head boats holding on to each quarter of the Princeton, other two holding on to them, and so on, with the regimental flag flying in the head boat of each regiment.

"In the mean time, while this work of transfer and arrangement was going on, the steamers Spitfire and Vixen, and the five gunboats Petrel, Bonita, Reefer, Falcon, and Tampico were ordered to anchor in a line parallel with and as close in to the beach as they could get, to cover the landing with their guns if necessary. These vessels were armed chiefly with 32 pounder shell guns, and were of such light draught (from five to eight feet) that they were enabled to take positions within good grape range of the shore.

"When all was prepared, the boats cast off from the Princeton, and from each other, squared away in line-abreast, and pulled in together to the beach, where the troops landed without the slightest opposition. The boats immediately returned to the vessels for the second line of the army, and afterward for the reserve; and without waiting to form again in order of battle, they continued to pour the troops upon the beach, in successive trips, as fast as they could come and go. At some places the loaded boats grounded on the bar, or false beach, some twenty yards from dry land; and the troops had to wade through waist-deep water to get ashore. This occurred in comparatively few instances, however; and aside from the inconvenience of these few wettings, not an accident of any kind occurred throughout the whole operations. No enemy appeared to dispute the ground; and General Worth had the satisfaction of forming his command upon the neighboring sand-hills just before sunset. The landing commenced about the middle of the afternoon, and before 10 o'clock that night upward of 10,000 men, with stores and provisions for several days, were safely deposited on the beach.

"The steamer New Orleans with the Louisiana regiment of volunteers, 800 strong, arrived at Anton Lizardo just as the squadron had been put in motion for Sacrificios. She joined them; and her troops, together with the marines of the squadron, (who formed a battalion, under the command of Captain Edson of the marine corps,) were landed with the others. Other troop ships came in subsequently; so that on the 24th of March the field return showed a total of 12,603 men.

"In the mean time, also, the transports were ordered up successively from Anton Lizardo; and whenever the weather would permit, the surf-boats (still manned and officered from the squadron) were constantly employed in landing artillery, horses, provisions, and stores.

"The perfect success of the entire operation is sufficiently evident from the foregoing, without further demonstration. It only remains, therefore, to add a few words from the report of the two commanding officers, expressive of their gratification. Commodore Conner says: 'The officers and men under my command vied with each other, on that occasion, in a zealous and energetic performance of their duty. I cannot but express to the Department, the great satisfaction I have derived from witnessing their efforts to contribute all in their power to the success of their more fortunate brethren of the army.'

"General Scott writes, that 'to Commodore Conner, and the officers

and sailors of his command, the army is indebted for great and unceasing assistance, promptly and cheerfully rendered. Their co-operation is the constant theme of our gratitude and admiration.'"

Pending the bombardment of Vera Cruz, Commodore Conner, who had now been in command of the Home Squadron more than three years, and whose health had become seriously impaired, was relieved, on the 21st of March, by Commodore M. C. Perry, and returned home in the Princeton.

On the 22d of March, the investment of the city being completed and some of the batteries constructed, the Governor was called upon to surrender. This being declined, in the afternoon of the day the firing commenced from the trenches, and was returned both from the city and the castle. At the same time the two small steamers, the Spitfire and Vixen, and the five gun-boats, led by Commander J. Tattnall, took a position, near the shore, whence their heavy shot could reach the city. This position was gallantly maintained and their fire kept up with rapidity and steadiness until late in the evening. They were supplied with ammunition during the night, and on the morning of the 24th moved to a still nearer and more favorable position, whence the firing was resumed. It soon became apparent, however, that the flotilla was in a position inconsistent with its safety, and it was consequently recalled.

It being the earnest desire of the officers and men of the navy to take some active part in the siege, General Scott generously assigned them a place in the trenches. Three eight-inch Paixhan guns and three long 32 pounders were landed from the squadron; and after vast labor in dragging them through the sand, in which duty the sailors were aided by detachments from the army, they were mounted in battery under the superintendence of Commander A. S. Mackenzie. This battery was served by different detachments from the several vessels, composed of lieutenants and other officers with an adequate number of seamen, all under the command of a captain. Each detachment was on duty twenty-four hours. The battery opened its fire on the 24th under charge of Captain J. H. Aulick of the Potomac. As soon as discovered, it drew upon itself an exceedingly severe fire from the enemy's guns, which was returned deliberately and with marked effect for about four hours, when the supply of ammunition failed. The loss from this detachment was five seamen killed and one officer and four men wounded. The relief party arrived in the afternoon under the command of Captain Mayo of the Mississippi. The breastworks having been much shattered, the night was spent in repairing them. Early on the morning of the 25th, the fire of four of the Mexican batteries was concentrated upon this work. An active cannonade was continued in return until half-past two P. M., when the enemy's guns were silenced. Two other batteries then turned their fire upon the naval battery, and they also were soon rendered inefficient. During this day Midshipman T. B. Shubrick, while pointing a gun, was killed. One seaman was killed and three were slightly wounded. Captain Mayo was relieved at the close of the day by Captain S. L. Breese of the Albany. The cannonade of the day gave employment for the night in restoring the dilapidated defences. In the morning a storm so filled the air with dust that it was impossible to sight the guns, and soon an order

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arrived from the Commander-in-chief that the firing need not be resumed, as negotiations for a surrender were in progress. During the siege, the naval battery threw one thousand Paixhan shells and eight hundred round shot into the enemy's walls and forts.

In the commission for the settlement of the terms of capitulation, Captain Aulick represented the navy; and, on the 29th of March, the combined forces of the army and navy took possession of the city and castle, while the American flag floated over both amid a grand salute from the squadron and the batteries.

Immediately after the surrender of Vera Cruz, a combined movement was made for the capture of Alvarado, which, after the two previously mentioned failures, was in this instance accomplished. General Quitman, with his brigade of volunteer troops, was directed to proceed by land, in order to cut off the retreat of the Mexicans, and especially to gain possession of the horses and mules of that region, upon which the army was depending for a forward movement. Commodore Perry directed Lieutenant Charles G. Hunter, commanding the steamer Scourge, to proceed in advance with that vessel and blockade the harbor, while he himself followed with the other vessels more slowly, so as to co-operate with General Quitman when he should arrive in the rear of the town. But Lieutenant Hunter, who reached the bar on the 30th of March, allowed himself to be tempted by his zeal into an immediate attack upon the fortifications at the mouth of the river, instead of obeying the letter of his orders and simply maintaining a blockade. The next day, after a renewal of the attack, the Mexicans withdrew from the batteries and from the town, when Lieutenant Hunter entered the river, captured four schooners, left a garrison to guard the place, and proceeded up to Tlacotalpam. This town surrendered without resistance. Thus was the apparent object of the expedition accomplished before the main force arrived; but the important purpose of drawing supplies for the army from this quarter was entirely defeated, as the Mexicans escaped with their animals before the land force could hem them in. Commodore Perry arrived on the 2d of April, but his too active subordinate had left nothing to be done in the way of conquest. Quiet possession was taken of the town, and of such public property as had not been destroyed when the enemy evacuated the place. Sixty cannon were found, thirty-five of which were shipped and the remainder destroyed. Lieutenant Hunter was immediately placed under arrest, and was afterward, by the sentence of a court-martial, dismissed from the squadron for disobedience of orders.

As soon as Alvarado was reduced, Commodore Perry turned his attention to a movement against Tuspan. It will be remembered that the brig-of-war Truxton was lost on the bar while engaged in an attempt to capture this place. Some of her guns were now mounted in the forts which defended the town; and it was rather a point of honor with the navy to retake them. This expedition received no aid from the army. The Raritan, with a detachment of one hundred and eighty officers and men from the Potomac, the Albany, John Adams, Germantown, and Decatur, and the bomb-vessels Vesuvius, Etna, and Hecla, were ordered to rendezvous at the Island of Lobos. Commodore Perry in the Mississippi, accompanied by the steamers Spitfire, Vixen, and Scourge, and the

gun-boats *Bonita*, *Petrel*, and *Reefer*, with a party of three hundred officers and men from the *Ohio*, sailed from *Sacrificios* on the 12th of April. Joining the vessels at *Lobos*, he arrived off the bar of *Tuspan* on the 17th, and made preparations for an attack the next day. The larger ships being anchored outside, the small steamers, the gun-boats, and about thirty barges crossed the bar without accident on the morning of the 18th. The whole force detached from the ships—forming the landing party and carried in the barges—amounted to 1,400 officers, seamen and marines, with four pieces of light artillery for land service. The whole was led by Commodore Perry on board the steamer *Spitfire*. The approach to the town was defended by two forts on the right and one on the left bank of the river, in very excellent positions to sweep any force coming up stream. General Cos of the Mexican army was in command and had under him a force of 650 troops. When the flotilla came within range of the enemy's guns, the barges sheered off to land the detachment which was to operate on shore, under command of Captain S. L. Breeze, while the steamers and gun-boats moved up the river. The Mexicans made but a feeble defence. They fired from the forts and also with musketry along the borders of the river. But as the American force came up, they rapidly fell back, deserting the batteries before the land party could get near enough to storm them. The attack, therefore, proved entirely successful, and the capture was effected, with a loss to the Americans of only three seamen killed and five officers and six men wounded. The guns and a quantity of ordnance stores belonging to the *Truxton* were recovered.

The *Albany* and the *Reefer* were left to watch *Tuspan*. The *Hecla* was sent to blockade *Soto de la Marina*, the *Etna* to *Tobasco* river, the *Porpoise* and the *Vesuvius* to *Laguna*.

The plan of Commodore Perry was to occupy every point on the coast at which supplies could be sent into Mexico, and thus, by diminishing her capability of resistance, to aid so far as the navy could, the conquering progress of the army. In accordance with this plan, a large part of the squadron now cruised to the eastward as far as *Yucatan*, to complete the work of bringing under American authority the maritime towns. The policy of the United States was also now changed. As the entire coast was in our possession, and its towns either garrisoned or watched by a sufficient force, it was deemed advisable again to open the ports to the entrance of commerce, and to direct the revenues into our own treasury. The blockade was therefore raised; a naval force, however, was still necessary to maintain the new revenue system which was imposed.

During his cruise to the eastward, Commodore Perry touched at the *Goazacoalcos* river, where he found a fort mounting twelve guns, but deserted by its garrison. The fort was blown up and the guns destroyed. The *Stromboli*, bomb-vessel, was left to guard this point. He then proceeded to *Laguna*, in *Yucatan*. This port was opened, and Commander *Magruder* of the *Vesuvius* was appointed governor. The flag-ship *Mississippi* then returned along the coast and met the main squadron off the *Tobasco*. The port at the mouth of this river was also declared open, and Commander *Van Brunt* of the *Etna* was invested with authority as civil and military governor. The blockade of the *Goazacoalcos* was also raised, and similar authority conferred on Commander *Walker* of the

Stromboli. Commodore Perry also ascended the latter river and received the formal submission of several interior towns. He then returned to Vera Cruz.

Captain Mayo, who had been appointed the governor of Alvarado and its dependencies, was active in securing the submission of many towns in the interior. Most of them voluntarily acknowledged his authority and came peaceably under the new rule. In the instance of one military expedition for the purpose of reducing a refractory town, one officer and five men were wounded on the part of the Americans. Otherwise the extension of their authority over a considerable region was unattended with bloodshed.

In the vicinity of Tobasco, however, matters did not remain in so good a condition. With no immediate force to overawe them, the Mexicans began to collect in considerable numbers. They held possession of the town, and constructed fortifications of no small strength at commanding points along the river. These indications of insubordination and hostility had continued till it became no longer prudent to disregard them. Commodore Perry, therefore, planned another expedition against the enemy in this quarter.

He arrived, on the 13th of June, off the river, with the Mississippi, Raritan, Albany, John Adams, Decatur, Germantown, Stromboli, Vesuvius, and Washington, and the steamers Scorpion, Spitfire, Scourge, and Vixen; the Etna and Bonita being already within the bar at their station. A large force from the several ships was, as usual, organized and placed in the barges. It numbered in all, officers included, 1,173 strong, with seven pieces of artillery. Commodore Perry transferred his pennant to the steamer Scorpion, which, in connection with the other steamers, took the gun-boats and barges in tow, and commenced the ascent of the river on the 14th. No appearance of an enemy occurred until the following day, when about twelve miles below the town, the flotilla was fired upon by an armed force concealed in the chapparel on the left bank of the river. This fire was soon silenced by the guns and musketry of the vessels; and, night coming on, the flotilla lay here till morning. Some distance farther up, artificial obstructions were met with in the river, and opposite to them on the shore was a well constructed breastwork, from which a strong body of Mexicans commenced a fire. Fearing that the steamers might suffer an inconvenient delay before being able to pass the obstructions, Commodore Perry determined to land at this point, and force his way through to the city. The heavy guns of the flotilla raked the intrenchment of the enemy, and the landing was effected near it. In ten minutes the entire detachment was formed on the shore, with seven pieces of artillery, which were taken from the boats and dragged up a steep bank of twenty feet height, by the sheer strength of the men. Three more pieces were also landed from the bomb-vessels, and then with great enthusiasm and eagerness the column moved to the attack. Their progress was slow on account of the high grass and thick chapparel, through which they were obliged to march, at the same time dragging their artillery with them. The outposts of the enemy were quickly driven in, and their breastwork was deserted without coming to close quarters. The steamers also had now passed the obstructions and were able to co-operate with

the land party. They boldly sailed on, receiving and returning the fire from the enemy's intrenchments, as they passed by. About a mile farther up was a principal work of the Mexicans, situated on a commanding point and defended by three hundred regular and as many irregular troops. They, however, stood fire but a short time, when they fell back upon their remaining defences. These consisted of another breastwork, a mile and a half from the city—behind this about a quarter of a mile, a trench across the road, filled with trees, their branches sharpened and lapped—and a quarter of a mile still nearer the city, an extensive fortification commanding the river and the road, occupied by four hundred artillery and infantry. These works were successively carried with but a feeble resistance on the part of the enemy.

During this march of nine miles the heat was exceedingly oppressive, and several men sank down through exhaustion, especially among those who were attached to the field-pieces. The other casualties were the wounding of two officers and seven seamen. The Mexicans had at least fourteen hundred men in the action, of whom about thirty were killed. Commodore Perry's command entered Tobasco about four o'clock in the afternoon of the 16th. A large quantity of military stores was destroyed, the captured cannon were removed to the vessels, the powder magazine was blown up, and the entire fortifications in and near the city were demolished.

As the enemy still hovered around Tobasco, it was necessary to leave a strong force to keep them in check. Accordingly the Scorpion, Etna, Spitfire, and Scourge, containing four hundred and twenty officers and men, of whom one hundred and fifteen were marines, were directed to remain off the city under the orders of Commander A. Bigelow. On the night of the 25th of June, an attack was made by one hundred and fifty Mexicans on the guard stationed in the main square of the town; they were repulsed, and without loss to the Americans. On the same day a party of twenty seamen, while on shore, were attacked by seventy Mexicans, and one of the former was wounded, the enemy losing one killed and six wounded. Small parties of the enemy occupied the outskirts of the town, and it was therefore necessary that the detachments on shore should be continually on the alert. Lieutenant-commandant Porter was also directed to burn the ranchos in the neighborhood of the town, in which the Mexican troops sheltered themselves. These were destroyed, to the number of two hundred. At a village called Tamultay, about three miles distant, some five hundred Mexicans were collected, and from this point, as head-quarters, these annoying attacks were kept up. Commander Bigelow determined to dislodge them from this position, and so, if possible, disperse them. Accordingly, on the morning of the 30th of June, he marched at the head of two hundred and forty men, with two field-pieces, in the direction of the village. When still a quarter of a mile from it, his command was assailed by a fire of musketry from both sides of the road, where the Mexicans had posted themselves in ambush. The column remained firm and promptly returned the fire. The Mexicans still held their ground until the artillery was brought into action, when, after a few discharges, they broke and fled in confusion. The pursuit proved ineffectual, as the enemy were too well acquainted with

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the avenues of escape to be overtaken. The Americans lost two men killed and five wounded; the loss on the other side could not be ascertained. Two steamers, which started up the river with the purpose of co-operating in the attack on the village, in consequence of grounding, through ignorance of the channel, did not reach their point of destination until the battle had been decided.

This action brought hostilities to a close in this quarter, and shortly after, the vessels were withdrawn and resumed their stations at the mouth of the river and at other points along the coast. Guerilla parties still disturbed the inhabitants in the vicinity of Alvarado and Frontera, but no serious encounters occurred.

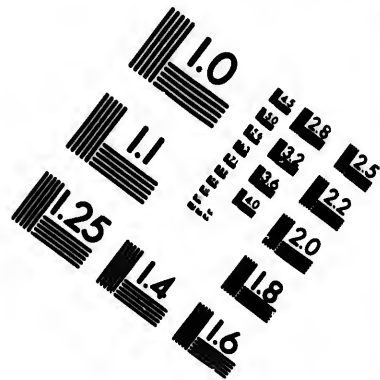
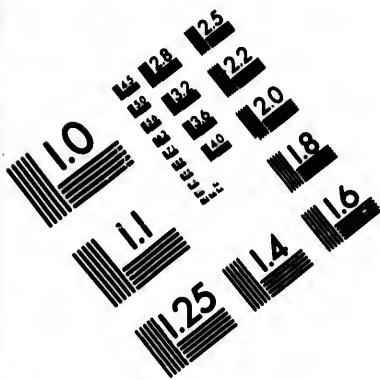
The service by this time had been greatly reduced, it being no longer necessary to maintain on the coast service, so large a force had been assembled to the capture of Vera Cruz. The Ohio, the several frigates, and a part of the sloops, had been detached from the squadron. Against the vessels remaining under the orders of Commodore Perry, were the Mississippi, Germantown, Decatur, Saratoga, John Adams, five small steamers, four gun-boats, and four bomb-vessels.

In relating the services of the navy during the Mexican war, it should also be mentioned that a detachment of the marines of the squadron, under the orders of Lieutenant-colonel Watson of that corps, served with the army of General Scott. It joined the main army in the vicinity of the city of Mexico, and in time to take part in those celebrated actions which resulted in the capture of the national capital. It was attached to the division of Major-general Quitman, and was first brought into battle on the 13th of September, on the occasion of the storming of the strong fortress of Chapultepec and of the fortifications which covered the Belen gate of the city. At the base of the hill on which Chapultepec is situated, and on the left flank, were two batteries of considerable strength, protected also by some solid buildings and a wall fifteen feet high. It was at this point that General Quitman's division was to advance to the attack upon the Castle. The storming party was selected from the different volunteer corps of the division, including therefore a part of the marine corps, and was placed under the command of Major Levi Twiggs of the marines. A pioneer storming party of select men, with ladders, pickaxes and crow-bars, was led by Captain Reynolds, also of the marines. Associated with these, was also a storming party of regulars, detailed from General Twiggs' division, and under its own officers.

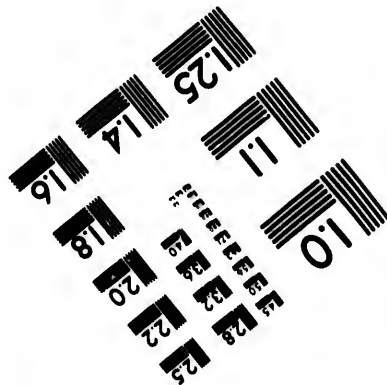
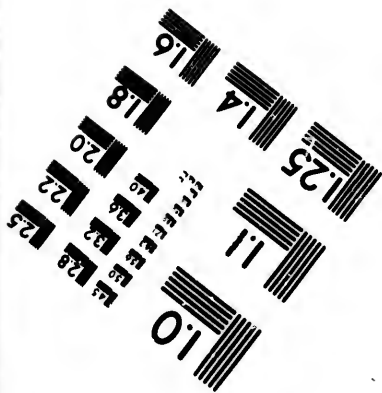
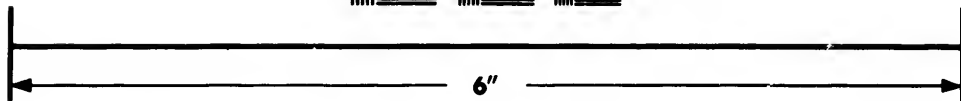
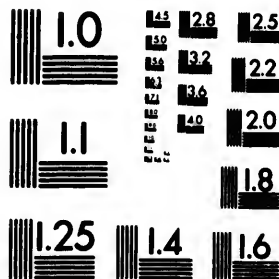
A heavy and prolonged cannonade had been maintained from various points upon the Castle and its outworks, in order to open the way for the contemplated assault. On the morning of the 13th, the concerted attack commenced with the different divisions of the army under the immediate directions of the Commander-in-chief. General Quitman's command advanced over difficult ground and with slight protection, under a heavy fire from the fortress, the batteries and the breastworks of the enemy, the storming parties leading the column. The battalion of marines was also posted in a prominent position, where it could support the storming parties. The severe fire of the enemy soon revealed its effects upon the advancing column. The brave and lamented Major Twiggs was killed on the first advance, at the head of his command. But there was no







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halting. The storming party rushed on to its desperate duty with resistless force, and entered the Mexican works. It was closely and ably supported. The Mexicans stood their ground with unusual resolution and courage. The contest was now hand to hand — swords and bayonets were crossed and rifles were clubbed. But the valor and enthusiasm of the Americans still triumphed. These outworks were carried and the way to the fortress from this direction was opened. The troops did not pause on this threshold of their conquest, but pressed on and fought their way into Chapultepec by the side of their brethren, who had been equally successful at the other points of attack.

The marines still accompanied their division in its progress along the causeway toward the Belen gate, and participated in the long and bloody battle by which, finally, this avenue to the city was opened. On the morning of the 14th, the division of General Quitman entered the city, and was the first portion of the army which marched into the Grand Plaza. The palace, now deserted by the Mexican authorities, was overrun with the desperate characters of the population, bent on plunder. Lieutenant-colonel Watson, with his battalion of marines, was ordered to clear it of these intruders and protect it from spoliation; which duty he promptly and successfully performed. This corps lost in the actions detailed above, Major Twiggs and six men killed, two lieutenants and two sergeants wounded.

Lieutenant Semmes of the navy, who served as a volunteer aid in General Worth's staff, and Passed Midshipman Rogers who was employed in the same capacity in General Pillow's staff, received high commendations from their chiefs for their conduct in the several battles around the city of Mexico.

The conclusion of the war released the naval force from its monotonous duty of guarding the coast, and protecting the revenue interests. Since this epoch, now memorable in the annals of the country, the navy has been employed in no hostile operations, its power being occupied simply in the appropriate duties of a state of peace.

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## CHAPTER VII.

Lieutenant Lynch's expedition to the Dead Sea in 1848—Dangerous navigation of the River Jordan — Scientific results of the expedition — The Grinnell expedition in search of Sir John Franklin — Dangers of the ice — Severe cold and darkness — No tidings of the lost Mariners — Expeditions to Japan, China, River La Plata, and western coast of Africa — Condition and resources of the Navy in 1853.

THOUGH the navy is strictly a military organization, and its martial achievements constitute its essential renown, yet its incidental services to science, or to any of the arts that facilitate human intercourse and promote human improvement, are without doubt worthy to be chronicled in its history. In accordance with this idea of the historian's duty, a brief

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account must be given of an expedition to explore the course of the river Jordan, and the shores of the Dead Sea, which was planned and executed by William F. Lynch, lieutenant in the navy of the United States.

An application for this purpose was made by Lieutenant Lynch in the early part of the year 1847, to the proper authorities at Washington. The privilege was granted in July, and he was directed to make his preparations at the expense of the Department. In October he was appointed to the command of the store-ship *Supply*, destined to the Mediterranean with naval stores for the squadron. Every thing necessary for so unusual an enterprise was carefully selected and placed on board of the *Supply*, which sailed from New York on the 26th of November. In February, 1848, she reached Smyrna, where Lieutenant Lynch left the ship and proceeded to Constantinople, to obtain from the Sublime Porte the requisite authority to cross through Palestine with his party. This obtained, with orders to the governors of the region to afford him aid and protection, he returned to his ship, and on the 31st of March, was landed with his boats and party on the beach at Haifa, in the bay of Acre, on the coast of Syria.

The boats provided for the expedition were constructed on the principle of the life-boats of Mr. Francis, one being made of copper and the other of galvanized iron. They were fitted on trucks, and were drawn by camels across the country from Acre to Tiberias, on the western shore of the sea of Galilee. The party consisted of Lieutenant Lynch, Lieutenant Dale, Passed Midshipman Aulick — Mr. Bedlow and Mr. Anderson, volunteers — and eleven petty officers and seamen. They carried with them a large blunderbuss, and each officer and seaman was fully provided with small-arms. Supplies for the party were transported on camels, and a guard of mounted Arabs was also engaged. Thus the entire caravan consisted of twenty-three camels, about eighteen horses and some thirty men, and, as it wound through the secluded villages of Palestine, presented a novel and picturesque appearance.

At Tiberias, Lieutenant Lynch obtained a wooden boat, in which he embarked a part of his stores; but this was soon so much damaged in the difficult navigation of the Jordan, that it became entirely unserviceable. On the 10th of April, they left Tiberias and stretched down the lake. Besides the party in the boats, there was a party composed principally of Arabs, under the command of Lieutenant Dale, which kept company on the western shore of the river, in order to be at hand in assisting their companions in any emergency. Lieutenant Lynch occupied eight days in sailing from the lake to the Dead Sea. So sinuous is the course of the river, that it passes over about two hundred miles in accomplishing a direct distance of sixty. The navigation was found to be of the most exciting and hazardous character. No boats could have passed through the severe ordeal but the metallic ones so wisely provided. These, manned by their intrepid crews and guided by their skillful officers, shot down frightful cascades and plunged into boiling torrents, and though receiving some hard blows by coming in contact with the sunken rocks, they carried the adventurous navigators unharmed through every danger. At times it was necessary for the men to spring out, and, holding the boats by their sides to guide them by main strength down the rapid current.

Indeed the labors and exposures incident to such a voyage were

excessive, and cannot be detailed in this short account. The party was also fortunate in escaping any attacks from wandering Arabs, which from all representations they had been led to expect. The officers were respectively occupied in making observations relating to the topography, and the geological and botanical characteristics of the country through which they passed.

On the 18th of April, they entered the dreary and mysterious waste of waters so appropriately called the Dead Sea. Their first encampment was at Feshkah, on the western shore of the sea, about five miles from the mouth of the Jordan, where the land-party joined them, as they had previously done whenever it was practicable to meet. It was with great difficulty that the navigators reached this point, for they encountered a gale very soon after entering the sea, which, acting upon the ponderous water, made it almost impossible to work the boats toward the shore, and night settled down upon them in these gloomy circumstances. After severe toil they were able to reach their companions on shore. Amid the impressive and sublime scenery of this sea, Lieutenant Lynch and his party spent several weeks. They established a permanent encampment, and from this center made constant and extensive tours of exploration. Various lines of soundings were run, for the purpose of determining the depth of the water in different parts of the sea, and quite a careful observation was made of all the shores, particularly the western and southern. This expedition has certainly the honor of determining the course and characteristics of the Jordan, in modern times very imperfectly known, and of throwing much light upon the geography and physical peculiarities of the Dead Sea. It was well planned and equipped, and possessed that combination of means for the want of which most individual travelers in the same region had been hitherto unsuccessful, and some of them very unfortunate.

Much enthusiasm and energy were displayed by all concerned in this expedition, and though in some instances suffering occurred amid the contingencies of so strange and unknown a region, yet so admirably was every possible precaution taken and every arrangement carried out, that all the anticipated results were accomplished without serious accident to any of the number. Having finished the explorations, the boats were taken to pieces and placed upon the backs of camels, the encampment was broken up, and the party, gladly bidding farewell to the solemn and desolate scene, on the 10th of May commenced their journey to the Mediterranean by way of Jerusalem. A part, however, were detailed for the performance of a still remaining duty—the accurate determination of the actual depression of the Dead Sea beneath the level of the Mediterranean. The result arrived at by Lieutenant Symonds—an English officer, who had by a course of trigonometrical calculation determined the depression to be thirteen hundred and twelve feet—had excited surprise among scientific men. It was a matter of interest, therefore, to test this conclusion. A series of levels was, consequently, carried across the country by this detachment from Lieut. Lynch's party, which occupied twenty-three days in the slow and laborious process. The result, however, was gratifying. The difference between the level of the Dead Sea and that of the Mediterranean was found to be almost precisely what Lieut. Symonds had stated.

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For a full account of this entire expedition, the reader is referred to Lieutenant Lynch's published volume.

In the history of our navy, may also with propriety be mentioned the creditable though unsuccessful expedition to the Polar Seas, during the years 1850-51, in search of the long absent party of Sir John Franklin. This was an individual and not a national enterprise. The means for its prosecution were furnished by Mr. Henry Grinnell, a wealthy and philanthropic merchant of New York city. The vessels furnished were two small brigs, the *Advance* of 140 tons, and the *Rescue* of 90 tons. They were merchantmen, but were strengthened for this service. By a special act of Congress, they were placed under the direction of the Navy Board, and were subjected consequently to the usual regulations and discipline of the service. The officer selected for the command was Lieutenant E. H. De Haven, who had been attached to the Exploring Expedition under Commander Wilkes. The selection proved a very judicious one.

On the 23d of May, 1850, the expedition sailed from New York, and without any particular adventures, began to meet masses of ice in Melville Bay about midsummer. The *Rescue* was here thrown into a very perilous situation. A mass of ice slid under her, and lifting her bodily from the water, careened her over nearly on her beam-ends, in which position she remained some sixty hours before they were able to right her again. Their progress was now continued only by boldly pushing through the icebergs and floes, until, finally, they emerged into the open waters of Lancaster Sound. Here, overtaken by a very severe gale, the vessels were separated, but were happy in meeting again a few days after. Thus, until the month of September, they continued their perilous course to the westward, when they reached 96° west longitude. As winter was now approaching, and the ice barrier beyond was entirely impenetrable, the vessels were turned to the eastward to find more genial quarters during the long polar night. The hopes of the navigators in this respect were, however, disappointed, for they soon became firmly locked between large masses of floating ice, and were carried by an irresistible tide to the northward, up Wellington Channel. Winter in all its rigor now came on. The sun no longer showed his disk above the horizon and the thermometer indicated 40° below zero. The *Rescue* was now deserted, and both crews took up their abode on board the *Advance*, which was made quite comfortable with the means which had been lavishly provided. The mental and physical energy of the men was maintained by daily and vigorous exercise in the open air, and by pleasing entertainments on board the vessel. For eleven weeks the sun was invisible. Yet the aspect of nature was not wholly gloomy—they were delighted and cheered by frequent views of the splendors of the polar sky.

After having drifted some distance up Wellington channel, they found that the tide had changed, and that they were floating back again under the influence of the same mighty force which had borne them onward. They thus passed out of Wellington Channel, through Barrow's Straits and into Lancaster Sound. It should be borne in mind, also, that during all this time the ice was constantly shifting and threatening the vessels momentarily with destruction. Constantly anxious and vigilant, the exposed navigators were ready at any moment to leave their ships, for it seemed

impossible that they could sustain such an enormous pressure. At one time they stood upon the ice, with their sleds loaded with provisions, and waiting for the final crash which would demolish their home and leave them on the treacherous ice-fields ninety miles from land. After December, however, the ice became solid, and they were relieved from this source of danger. Thus through the entire winter they floated along the southern shore of Baffin's Bay and Davis' Straits, until the 5th of June, when with fearful suddenness the ice broke up into floating pieces, extending as far as the eye could reach. They finally emerged into a clear sea, having reached the entrance of Davis' Straits and passed to the south of the Arctic circle. They had thus drifted helplessly in the arm embrace of the ice, from the last of September till the first of June.

Nothing daunted, they again turned toward the north, with the intention of prosecuting their search through another summer. But in the route which they took, the impediments were so serious and dangerous that the attempt at farther explorations was abandoned. The *Advance* arrived at New York on the 30th of September, and the *Rescue* came in shortly after, when the vessels were resigned by the Navy Department into the hands of their owner.

This expedition failed, as have all those fitted out from England also, in the attainment of its main object. The only traces of the party of Sir John Franklin, which were found, were discovered on the 27th of August, 1850, by the united English and American expeditions at Beechy Cape, on the east side of the entrance to Wellington Channel. These traces consisted of several articles which could be identified as belonging to Franklin's ships, and also of three graves, with head-boards bearing the names of those interred, who were sailors attached to the absent expedition. The last date thus inscribed was April 3d, 1846. The movements and the fate of Franklin beyond this point and this period are entirely unknown. Though disappointed in solving the painful mystery which still hangs over the condition or the end of the bold English explorer, those concerned in the American attempt to throw light upon the interesting question have the satisfaction of feeling, that they have made a generous effort in behalf of a stranger and a foreigner.

At the present time, 1853, the resources of the Navy are directed in quite an unusual degree to projects which contemplate the safety and the extension of American commerce and the maintenance of the rights of humanity. The most prominent of these projects is that which has in view the establishment of commercial relations with the empire of Japan. The government of that large nation has for a long period denied to other nations, with a most insignificant exception, all access into its ports or territory; has refused hospitality and succor to unfortunate mariners, and has treated with great cruelty such citizens of the United States, as well as those of other countries, as have been cast by shipwreck upon the well-guarded shores. It has been therefore deemed obligatory by the government of the United States, to make an attempt to obtain from this jealous and secluded people, a recognition and observance of the rights of humanity, and also to induce them, if possible, to abandon their present absurd commercial policy. The extension of the territory of the United States along the shore of the Pacific, and the presence of a large whaling fleet



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Commodore Perry, with the Mississippi, Vixen, Bonita and Petrel, arrived off the town of Laguna, in the province of Yucatan, on the 20th of December. Leaving the Mississippi off the bar, he took the schooners and barges in tow of the Vixen, and proceeded up to the town. Possession was taken without any difficulty, and the military stores seized. Two forts were occupied, the American flag hoisted upon them, and the guns and carriages destroyed. Commander Sands, with the Vixen and Petrel, was left in charge of the place. On returning along the coast, Lieut. Comd't Benham, in the Bonita, was left at Tobasco river, to assume the command of the blockading vessels at that point.

The year 1847 commenced with very extensive and active preparations for the contemplated attack on Vera Cruz and the castle of St. Juan d'Ulloa. The descent of so large a body of troops as was necessary for the grand plan of the campaign, upon an open coast, with the needful but heavy encumbrance of its military supplies, could be no light work; and the aid of the navy was in all aspects of the undertaking indispensable. Great activity consequently pervaded this department of the national government. Bomb-ketches and steamers were purchased, equipped and sent to the Gulf. The Ohio 74, which was preparing for the Pacific, and the sloops Germantown 20, Saratoga 20, and Decatur 16, were rapidly fitted out and ordered to join the squadron. On the coast of Mexico was soon assembled, around Vera Cruz as a centre, or scattered off different ports on blockading duty, probably the largest force ever under the command of a single American naval officer.

The transports, conveying troops and supplies, were directed to rendezvous at the island of Lobos, which lies about twelve miles off the coast, some sixty miles below Tampico. At this point, many of them assembled during the month of February, and as the season was advancing, though many very necessary supplies had not yet arrived, the commander-in-chief decided to effect an immediate landing.

The following detailed account of the debarkation of the army of Major-general Scott, is from the pen of William G. Temple, Passed-midshipman in the navy, who, in view of the nautical interest attached to the movement, has compiled from original sources, a memoir of the operation, addressed to the Secretary of the Navy and placed among the files of his department. The substance of this document is here given.

"In view of landing the army at some point near Vera Cruz, surf-boats suitable for that service were contracted for in the different ports of the United States, by the quarter-master's department of the army. These boats were built with both ends alike, so as to steer with an oar at each end, and to stow in nests of three each, the largest one measuring forty feet in length. One hundred and forty-one boats, or forty-seven nests were contracted for and built; out of this number, however, only sixty-five had reached head-quarters by the the time they were required for the landing of the troops.

"The army sailed from the rendezvous at Lobos Island on the 5th of March. In anticipation of the arrival of the transports off Vera Cruz,

the frigate *Potomac* and the sloops of war *Albany* and *John Adams* were stationed in the vicinity of *Isla Verde*, (some five miles to seaward of the city,) with orders to put an officer on board each vessel as she arrived, to pilot her into the anchorage at *Anton Lizardo*; or should the number of officers prove inadequate to this duty, to furnish the masters of the transports with such sailing directions as would enable them to pass inside of the *Blanquilla Reefs* to the anchorage.

"The naval squadron, under the command of Commodore Conner, and the transports having on board the troops and their equipments, under the command of Major-general Scott, were thus concentrated at the anchorage between the island of *Salmadina* and *Point Anton Lizardo*: a distance of some ten or twelve miles to the eastward of *Vera Cruz*.

"As fast as these transports having on board any of the surf-boats arrived, the boats were launched under the direction of a lieutenant of the squadron, their equipment inspected, and every thing belonging to them fully prepared for service; after which they were hauled up on the landward side of the island, and arranged and numbered by divisions; each division consisting of ten boats, taken from all the different sizes.

"In the mean time a speedy debarkation was resolved upon; it being important that a landing should be effected before 'a norther' should come on, as that would delay the operation several days. Accordingly, the General-in-chief and the Commodore of the squadron made a joint reconnoissance in the steamer *Petrita*, with a view of selecting the most advantageous point for that purpose. The choice lay principally between *Point Anton Lizardo*, opposite which the squadron and transports lay anchored, and the beach directly abreast the island of *Sacrificios*. The great objection to the first of these two, was the distance (about fifteen miles) that the troops would have to march before reaching the point of attack; while, at the same time, the road led through deep, loose sand, and involved the passage of one or two considerable streams. As to the mere landing, however, it was deemed quite as good as that near *Sacrificios*. The selection of this last-named point, obviated the difficulty already mentioned, being within two and a half miles of the city walls, although it had its own disadvantages. The exceedingly confined space afforded here for a secure anchorage, rendered it dangerous, in the then season of 'northers,' to bring up many of the transports. It was therefore suggested to transfer all the troops from the transports to the men-of-war and steamers, and after their debarkation, to order up from *Anton Lizardo* such transports with provisions and stores, as might first be required; which, in turn, might make room for others, till all should be landed.\*

"In view of all these considerations, the beach near *Sacrificios* was deemed the most eligible point, and the debarkation was appointed to take place on the 8th of March. General orders were therefore issued on the 7th, by the Commodore, and the Commanding General, prescribing the necessary arrangements.

\* Subsequent to the landing, however, the transports were ordered to *Sacrificios* in too great numbers; and a gale of wind coming on from the north, about forty vessels were blown upon the beach.

"The surf-boats were apportioned for use among the men-of-war as follows:

Frigate Raritan, . . . . .	15.
Frigate Potomac, . . . . .	20.
Sloop of war Albany, . . . . .	10.
Sloop of war St. Marys, . . . . .	10.
Steamer Princeton, . . . . .	10.

"These vessels were directed to furnish to each boat, so apportioned to them, a crew of seven seamen, and a junior or petty officer to command it. Each division of ten boats was commanded by a lieutenant, and in some instances, was divided between two of that grade; the general direction of the whole remaining always with the senior. Captain Forrest, commanding the frigate Raritan, was ordered to superintend the whole operation.

"The officers detailed for this duty were sent on shore the day previous to the debarkation, and the boats allotted to their respective ships pointed out to them as they lay ranged and numbered on the beach, so as to avoid confusion and an indiscriminate seizure of the boats, when they should come with their crews at daylight to launch them. The boats' anchors were stowed in the sterns of the boats with their hawsers coiled clear for running; and the cockswains were instructed, in case the landing should be effected in a heavy surf, to drop the anchor from the stern outside the breakers, and to pay out the hawser as the boat went in, so that after the troops should have jumped out in shoal water, the boat could be warped out again through the breakers, without having received any injury from thumping on the beach.\*

"The troops were ordered to be in readiness for the following distribution among the different men-of-war and steamers, to take passage from Anton Lizardo to Sacrificios.

"The 1st line under Brevet Brigadier-general Worth, consisting of the 1st brigade of regulars and Captain Swift's company of sappers and miners, to be received on board the frigate Raritan and the steamers Princeton and Edith. The field batteries of Captain Taylor and Lieutenant Talcott (also attached to this line and to be landed with them) to be towed up, in their respective transports, by the steamers Massachusetts and Alabama.

"The 2d line, under Major-general Patterson, consisting of the 1st brigade of volunteers commanded by Brigadier-general Pillow, and the South Carolina regiment of volunteers† (all of the 2d brigade that had yet arrived out) to be received on board the frigate Potomac and the steamers Alabama and Virginia. The reserve, under Brigadier-general Twiggs, consisting of the 2d brigade of regulars, to be received on board the sloops of war Albany and St. Marys, the brig Porpoise, and the steamers Massachusetts, Eudora and Petrita.

\* This precaution, however, proved unnecessary at the time of landing, from the smooth state of the water; but at a later period, while landing heavy articles in a surf, it was resorted to with great success.

† The South Carolina regiment, finding themselves crowded out of the vessels assigned to their transportation, asked and received permission from Captain Sands of the steamer Vixen, to take passage in his vessel.

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"Every man of the army was directed to take in his haversack, bread and meat (cooked) for two days; and the vessels of war were ordered to supply the troops with water and provisions, while on board.

"A system of signals had been arranged beforehand, by the General-in-chief, by which the transports were to indicate the number of boats required by each one to take from them the troops they had on board. They were to hoist a flag at the fore for each boat required to receive the first line, and to haul them down as the boats arrived alongside; in like manner at the main for the second line, and at the mizzen for the reserve.

"All the preliminary arrangements were thus completed on the evening of the 7th, but the next morning there were indications of a "norther," and the movement was postponed. At sunrise on the morning of the 9th, the officers and men detailed for that duty, were sent from the men-of-war, to launch and man the surf-boats. Those divisions of boats manned by the Raritan and Princeton were assigned to the transfer of the first line; going for them whenever a transport had flags flying at the fore, and taking them to the vessels of war and steamers, according to the herein before mentioned distribution. In like manner those divisions manned by the Potomac were assigned to the transfer of the second line, and those by the Albany and St. Marys to the reserve.

"Each of the frigates received on board between twenty-five and twenty-eight hundred men, with their arms and accoutrements; the sloops received about nine hundred each, and the smaller vessels numbers in proportion.

"When all were transferred, the fifteen boats belonging to the Raritan were taken to the steamer Spitfire to be towed to Sacrificios; the steamer Vixen went alongside the Potomac and took in tow the twenty boats belonging to her; the Albany sent her ten to the steamer Eudora, the St. Marys' ten were sent to the steamer Petrita, and the Princeton took in tow her own ten. At the same time the vessels, so sending them, detailed two lieutenants and two midshipmen to remain on board the towing steamers, and look out for their boats, together with two seamen for each boat, who were to remain in them, and steer them during the tow.

"This part of the movement was completed very successfully about 10 o'clock A. M.; and a few moments thereafter, the squadron and such of the transports as had been selected for the purpose, got under way for Sacrificios: the General-in-chief on board the steamer Massachusetts, and the Commodore of the squadron in the frigate Raritan.

"The weather was very fine, with a fresh yet gentle breeze from the south-east and a perfectly smooth sea. The passage to Sacrificios occupied between two and three hours. Each vessel came in and anchored in the small space previously allotted to her, without the slightest disorder or confusion, the anchorage being still very much crowded notwithstanding the number of transports that had been left behind.

"The debarkation commenced on the instant. Each vessel reclaiming her surf-boats from the steamer that had towed them up, sent them to receive the first line. The Princeton was ordered to take a position abreast the landing-place, and as near the shore as possible; and the surf-boats were directed, after receiving their quota of soldiers, to rendezvous astern of her, and to form there in a double line-ahead, according to

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regiments and companies, and in prescribed order of battle; the two head boats holding on to each quarter of the Princeton, other two holding on to them, and so on, with the regimental flag flying in the head boat of each regiment.

"In the mean time, while this work of transfer and arrangement was going on, the steamers Spitfire and Vixen, and the five gunboats Petrel, Bonita, Reefer, Falcon, and Tampico were ordered to anchor in a line parallel with and as close in to the beach as they could get, to cover the landing with their guns if necessary. These vessels were armed chiefly with 32 pounder shell guns, and were of such light draught (from five to eight feet) that they were enabled to take positions within good grape range of the shore.

"When all was prepared, the boats cast off from the Princeton, and from each other, squared away in line-abreast, and pulled in together to the beach, where the troops landed without the slightest opposition. The boats immediately returned to the vessels for the second line of the army, and afterward for the reserve; and without waiting to form again in order of battle, they continued to pour the troops upon the beach, in successive trips, as fast as they could come and go. At some places the loaded boats grounded on the bar, or false beach, some twenty yards from dry land; and the troops had to wade through waist-deep water to get ashore. This occurred in comparatively few instances, however; and aside from the inconvenience of these few wettings, not an accident of any kind occurred throughout the whole operations. No enemy appeared to dispute the ground; and General Worth had the satisfaction of forming his command upon the neighboring sand-hills just before sunset. The landing commenced about the middle of the afternoon, and before 10 o'clock that night upward of 10,000 men, with stores and provisions for several days, were safely deposited on the beach.

"The steamer New Orleans with the Louisiana regiment of volunteers, 800 strong, arrived at Anton Lizardo just as the squadron had been put in motion for Sacrificios. She joined them; and her troops, together with the marines of the squadron, (who formed a battalion, under the command of Captain Edson of the marine corps,) were landed with the others. Other troop ships came in subsequently; so that on the 24th of March the field return showed a total of 12,803 men.

"In the mean time, also, the transports were ordered up successively from Anton Lizardo; and whenever the weather would permit, the surf-boats (still manned and officered from the squadron) were constantly employed in landing artillery, horses, provisions, and stores.

"The perfect success of the entire operation is sufficiently evident from the foregoing, without further demonstration. It only remains, therefore, to add a few words from the report of the two commanding officers, expressive of their gratification. Commodore Conner says: 'The officers and men under my command vied with each other, on that occasion, in a zealous and energetic performance of their duty. I cannot but express to the Department, the great satisfaction I have derived from witnessing their efforts to contribute all in their power to the success of their more fortunate brethren of the army.'

"General Scott writes, that 'to Commodore Conner, and the officers

and sailors of his command, the army is indebted for great and unceasing assistance, promptly and cheerfully rendered. Their co-operation is the constant theme of our gratitude and admiration."

Pending the bombardment of Vera Cruz, Commodore Conner, who had now been in command of the Home squadron more than three years, and whose health had become seriously impaired, was relieved, on the 21st of March, by Commodore M. C. Perry, and returned home in the Princeton.

On the 22d of March, the investment of the city being completed and some of the batteries constructed, the Governor was called upon to surrender. This being declined, in the afternoon of the day the firing commenced from the trenches, and was returned both from the city and the castle. At the same time the two small steamers, the Spitfire and Vixen, and the five gun-boats, led by Commander J. Tattall, took a position, near the shore, whence their heavy shot could reach the city. This position was gallantly maintained and their fire kept up with rapidity and steadiness until late in the evening. They were supplied with ammunition during the night, and on the morning of the 24th moved to a still nearer and more favorable position, whence the firing was resumed. It soon became apparent, however, that the flotilla was in a position inconsistent with its safety, and it was consequently recalled.

It being the earnest desire of the officers and men of the navy to take some active part in the siege, General Scott generously assigned them a place in the trenches. Three eight-inch Paixhan guns and three long 32 pounders were landed from the squadron; and after vast labor in dragging them through the sand, in which duty the sailors were aided by detachments from the army, they were mounted in battery under the superintendence of Commander A. S. Mackenzie. This battery was served by different detachments from the several vessels, composed of lieutenants and other officers with an adequate number of seamen, all under the command of a captain. Each detachment was on duty twenty-four hours. The battery opened its fire on the 24th under charge of Captain J. H. Aulick of the Potomac. As soon as discovered, it drew upon itself an exceedingly severe fire from the enemy's guns, which was returned deliberately and with marked effect for about four hours, when the supply of ammunition failed. The loss from this detachment was five seamen killed and one officer and four men wounded. The relief party arrived in the afternoon under the command of Captain Mayo of the Mississippi. The breastworks having been much shattered, the night was spent in repairing them. Early on the morning of the 25th, the fire of four of the Mexican batteries was concentrated upon this work. An active cannonade was continued in return until half-past two P. M., when the enemy's guns were silenced. Two other batteries then turned their fire upon the naval battery, and they also were soon rendered inefficient. During this day Midshipman T. B. Shubrick, while pointing a gun, was killed. One seaman was killed and three were slightly wounded. Captain Mayo was relieved at the close of the day by Captain S. L. Breeze of the Albany. The cannonade of the day gave employment for the night in restoring the dilapidated defences. In the morning a storm so filled the air with dust that it was impossible to sight the guns, and soon an order

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arrived from the Commander-in-chief that the firing need not be resumed, as negotiations for a surrender were in progress. During the siege, the naval battery threw one thousand Paixhan shells and eight hundred round shot into the enemy's walls and forts.

In the commission for the settlement of the terms of capitulation, Captain Aulick represented the navy; and, on the 29th of March, the combined forces of the army and navy took possession of the city and castle, while the American flag floated over both amid a grand salute from the squadron and the batteries.

Immediately after the surrender of Vera Cruz, a combined movement was made for the capture of Alvarado, which, after the two previously mentioned failures, was in this instance accomplished. General Quitman, with his brigade of volunteer troops, was directed to proceed by land, in order to cut off the retreat of the Mexicans, and especially to gain possession of the horses and mules of that region, upon which the army was depending for a forward movement. Commodore Perry directed Lieutenant Charles G. Hunter, commanding the steamer Scourge, to proceed in advance with that vessel and blockade the harbor, while he himself followed with the other vessels more slowly, so as to co-operate with General Quitman when he should arrive in the rear of the town. But Lieutenant Hunter, who reached the bar on the 30th of March, allowed himself to be tempted by his zeal into an immediate attack upon the fortifications at the mouth of the river, instead of obeying the letter of his orders and simply maintaining a blockade. The next day, after a renewal of the attack, the Mexicans withdrew from the batteries and from the town, when Lieutenant Hunter entered the river, captured four schooners, left a garrison to guard the place, and proceeded up to Tlacotalpam. This town surrendered without resistance. Thus was the apparent object of the expedition accomplished before the main force arrived; but the important purpose of drawing supplies for the army from this quarter was entirely defeated, as the Mexicans escaped with their animals before the land force could hem them in. Commodore Perry arrived on the 2d of April, but his too active subordinate had left nothing to be done in the way of conquest. Quiet possession was taken of the town, and of such public property as had not been destroyed when the enemy evacuated the place. Sixty cannon were found, thirty-five of which were shipped and the remainder destroyed. Lieutenant Hunter was immediately placed under arrest, and was afterward, by the sentence of a court-martial, dismissed from the squadron for disobedience of orders.

As soon as Alvarado was reduced, Commodore Perry turned his attention to a movement against Tuspan. It will be remembered that the brig-of-war Truxton was lost on the bar while engaged in an attempt to capture this place. Some of her guns were now mounted in the forts which defended the town; and it was rather a point of honor with the navy to retake them. This expedition received no aid from the army. The Raritan, with a detachment of one hundred and eighty officers and men from the Potomac, the Albany, John Adams, Germantown, and Decatur, and the bomb-vessels Vesuvius, Etna, and Hecla, were ordered to rendezvous at the Island of Lobos. Commodore Perry in the Mississippi, accompanied by the steamers Spitfire, Vixen, and Scourge, and the

gun-boats Bonita, Petrel, and Reefer, with a party of three hundred officers and men from the Ohio, sailed from Sacrificios on the 12th of April. Joining the vessels at Lobos, he arrived off the bar of Tuspan on the 17th, and made preparations for an attack the next day. The larger ships being anchored outside, the small steamers, the gun-boats, and about thirty barges crossed the bar without accident on the morning of the 18th. The whole force detached from the ships—forming the landing party and carried in the barges—amounted to 1,490 officers, seamen and marines, with four pieces of light artillery for land service. The whole was led by Commodore Perry on board the steamer Spitfire. The approach to the town was defended by two forts on the right and one on the left bank of the river, in very excellent positions to sweep any force coming up stream. General Cos of the Mexican army was in command and had under him a force of 650 troops. When the flotilla came within range of the enemy's guns, the barges shoored off to land the detachment which was to operate on shore, under command of Captain S. L. Breese, while the steamers and gun-boats moved up the river. The Mexicans made but a feeble defence. They fired from the forts and also with musketry along the borders of the river. But as the American force came up, they rapidly fell back, deserting the batteries before the land party could get near enough to storm them. The attack, therefore, proved entirely successful, and the capture was effected, with a loss to the Americans of only three seamen killed and five officers and six men wounded. The guns and a quantity of ordnance stores belonging to the Truxton were recovered.

The Albany and the Reefer were left to watch Tuspan. The Hecla was sent to blockade Soto de la Marina, the Etna to Tobasco river, the Porpoise and the Vesuvius to Laguna.

The plan of Commodore Perry was to occupy every point on the coast at which supplies could be sent into Mexico, and thus, by diminishing her capability of resistance, to aid so far as the navy could, the conquering progress of the army. In accordance with this plan, a large part of the squadron now cruised to the eastward as far as Yucatan, to complete the work of bringing under American authority the maritime towns. The policy of the United States was also now changed. As the entire coast was in our possession, and its towns either garrisoned or watched by a sufficient force, it was deemed advisable again to open the ports to the entrance of commerce, and to direct the revenues into our own treasury. The blockade was therefore raised; a naval force, however, was still necessary to maintain the new revenue system which was imposed.

During his cruise to the eastward, Commodore Perry touched at the Goazacoalcos river, where he found a fort mounting twelve guns, but deserted by its garrison. The fort was blown up and the guns destroyed. The Stromboli, bomb-vessel, was left to guard this point. He then proceeded to Laguna, in Yucatan. This port was opened, and Commander Magruder of the Vesuvius was appointed governor. The flag-ship Mississippi then returned along the coast and met the main squadron off the Tobasco. The port at the mouth of this river was also declared open, and Commander Van Brunt of the Etna was invested with authority as civil and military governor. The blockade of the Gozacoalcos was also raised, and similar authority conferred on Commander Walker of the



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Stromboli. Commodore Perry also ascended the latter river and received the formal submission of several interior towns. He then returned to Vera Cruz.

Captain Mayo, who had been appointed the governor of Alvarado and its dependencies, was active in securing the submission of many towns in the interior. Most of them voluntarily acknowledged his authority and came peaceably under the new rule. In the instance of one military expedition for the purpose of reducing a refractory town, one officer and five men were wounded on the part of the Americans. Otherwise the extension of their authority over a considerable region was unattended with bloodshed.

In the vicinity of Tobasco, however, matters did not remain in so good a condition. With no immediate force to overawe them, the Mexicans began to collect in considerable numbers. They held possession of the town, and constructed fortifications of no small strength at commanding points along the river. These indications of insubordination and hostility had continued till it became no longer prudent to disregard them. Commodore Perry, therefore, planned another expedition against the enemy in this quarter.

He arrived, on the 13th of June, off the river, with the Mississippi, Raritan, Albany, John Adams, Decatur, Germantown, Stromboli, Vesuvius, and Washington, and the steamers Scorpion, Spitfire, Scourge, and Vixen; the Etna and Bonita being already within the bar at their station. A large force from the several ships was, as usual, organized and placed in the barges. It numbered in all, officers included, 1,173 strong, with seven pieces of artillery. Commodore Perry transferred his pennant to the steamer Scorpion, which, in connection with the other steamers, took the gun-boats and barges in tow, and commenced the ascent of the river on the 14th. No appearance of an enemy occurred until the following day, when about twelve miles below the town, the flotilla was fired upon by an armed force concealed in the chapparel on the left bank of the river. This fire was soon silenced by the guns and musketry of the vessels; and, night coming on, the flotilla lay here till morning. Some distance farther up, artificial obstructions were met with in the river, and opposite to them on the shore was a well constructed breastwork, from which a strong body of Mexicans commenced a fire. Fearing that the steamers might suffer an inconvenient delay before being able to pass the obstructions, Commodore Perry determined to land at this point, and force his way through to the city. The heavy guns of the flotilla raked the intrenchment of the enemy, and the landing was effected near it. In ten minutes the entire detachment was formed on the shore, with seven pieces of artillery, which were taken from the boats and dragged up a steep bank of twenty feet height, by the sheer strength of the men. Three more pieces were also landed from the bomb-vessels, and then with great enthusiasm and eagerness the column moved to the attack. Their progress was slow on account of the high grass and thick chapparel, through which they were obliged to march, at the same time dragging their artillery with them. The outposts of the enemy were quickly driven in, and their breastwork was deserted without coming to close quarters. The steamers also had now passed the obstructions and were able to co-operate with

the land party. They boldly sailed on, receiving and returning fire from the enemy's intrenchments, as they passed by. About a mile farther up was a principal work of the Mexicans, situated on a commanding point and defended by three hundred regular and as many irregular troops. They, however, stood fire but a short time, when they fell back upon their remaining defences. These consisted of another breastwork, a mile and a half from the city—behind this about a quarter of a mile, a trench across the road, filled with trees, their branches sharpened and lapped—and a quarter of a mile still nearer the city, an extensive fortification commanding the river and the road, occupied by four hundred artillery and infantry. These works were successively carried with but a feeble resistance on the part of the enemy.

During this march of nine miles the heat was exceedingly oppressive, and several men sank down through exhaustion, especially among those who were attached to the field-pieces. The other casualties were the wounding of two officers and seven seamen. The Mexicans had at least fourteen hundred men in the action, of whom about thirty were killed. Commodore Perry's command entered Tobasco about four o'clock in the afternoon of the 16th. A large quantity of military stores was destroyed, the captured cannon were removed to the vessels, the powder magazine was blown up, and the entire fortifications in and near the city were demolished.

As the enemy still hovered around Tobasco, it was necessary to leave a strong force to keep them in check. Accordingly the Scorpion, Etna, Spitfire, and Scourge, containing four hundred and twenty officers and men, of whom one hundred and fifteen were marines, were directed to remain off the city under the orders of Commander A. Bigelow. On the night of the 25th of June, an attack was made by one hundred and fifty Mexicans on the guard stationed in the main square of the town; they were repulsed, and without loss to the Americans. On the same day a party of twenty seamen, while on shore, were attacked by seventy Mexicans, and one of the former was wounded, the enemy losing one killed and six wounded. Small parties of the enemy occupied the outskirts of the town, and it was therefore necessary that the detachments on shore should be continually on the alert. Lieutenant-commandant Porter was also directed to burn the ranchos in the neighborhood of the town, in which the Mexican troops sheltered themselves. These were destroyed, to the number of two hundred. At a village called Tamultay, about three miles distant, some five hundred Mexicans were collected, and from this point, as head-quarters, these annoying attacks were kept up. Commander Bigelow determined to dislodge them from this position, and so, if possible, disperse them. Accordingly, on the morning of the 30th of June, he marched at the head of two hundred and forty men, with two field-pieces, in the direction of the village. When still a quarter of a mile from it, his command was assailed by a fire of musketry from both sides of the road, where the Mexicans had posted themselves in ambush. The column remained firm and promptly returned the fire. The Mexicans still held their ground until the artillery was brought into action, when, after a few discharges, they broke and fled in confusion. The pursuit proved ineffectual, as the enemy were too well acquainted with

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the avenues of escape to be overtaken. The Americans lost two men killed and five wounded; the loss on the other side could not be ascertained. Two steamers, which started up the river with the purpose of co-operating in the attack on the village, in consequence of grounding, through ignorance of the channel, did not reach their point of destination until the battle had been decided.

This action brought hostilities to a close in this quarter, and shortly after, the vessels were withdrawn and resumed their stations at the mouth of the river and at other points along the coast. Guerilla parties still disturbed the inhabitants in the vicinity of Alvarado and Frontera, but no serious encounters occurred.

The squadron by this time had been greatly reduced, it being no longer necessary to maintain on the coast service, so large a force as had been assembled previous to the capture of Vera Cruz. The Ohio, the several frigates, the brigs, and a part of the sloops, had been detached from the squadron. In August the vessels remaining under the orders of Commodore Perry, were the Mississippi, Germantown, Decatur, Saratoga, John Adams, five small steamers, four gun-boats, and four bomb-vessels.

In relating the services of the navy during the Mexican war, it should also be mentioned that a detachment of the marines of the squadron, under the orders of Lieutenant-colonel Watson of that corps, served with the army of General Scott. It joined the main army in the vicinity of the city of Mexico, and in time to take part in those celebrated actions which resulted in the capture of the national capital. It was attached to the division of Major-general Quitman, and was first brought into battle on the 13th of September, on the occasion of the storming of the strong fortress of Chapultepec and of the fortifications which covered the Belem gate of the city. At the base of the hill on which Chapultepec is situated, and on the left flank, were two batteries of considerable strength, protected also by some solid buildings and a wall fifteen feet high. It was at this point that General Quitman's division was to advance to the attack upon the Castle. The storming party was selected from the different volunteer corps of the division, including therefore a part of the marine corps, and was placed under the command of Major Levi Twiggs of the marines. A pioneer storming party of select men, with ladders, pickaxes and crow-bars, was led by Captain Reynolds, also of the marines. Associated with these, was also a storming party of regulars, detailed from General Twiggs' division, and under its own officers.

A heavy and prolonged cannonade had been maintained from various points upon the Castle and its outworks, in order to open the way for the contemplated assault. On the morning of the 13th, the concerted attack commenced with the different divisions of the army under the immediate directions of the Commander-in-chief. General Quitman's command advanced over difficult ground and with slight protection, under a heavy fire from the fortress, the batteries and the breastworks of the enemy, the storming parties leading the column. The battalion of marines was also posted in a prominent position, where it could support the storming parties. The severe fire of the enemy soon revealed its effects upon the advancing column. The brave and lamented Major Twiggs was killed on the first advance, at the head of his command. But there was no

halting. The storming party rushed on to its desperate duty with resistless force, and entered the Mexican works. It was closely and ably supported. The Mexicans stood their ground with unusual resolution and courage. The contest was now hand to hand — swords and bayonets were crossed and rifles were clubbed. But the valor and enthusiasm of the Americans still triumphed. These outworks were carried and the way to the fortress from this direction was opened. The troops did not pause on this threshold of their conquest, but pressed on and fought their way into Chapultepec by the side of their brethren, who had been equally successful at the other points of attack.

The marines still accompanied their division in its progress along the causeway toward the Belen gate, and participated in the long and bloody battle by which, finally, this avenue to the city was opened. On the morning of the 14th, the division of General Quitman entered the city, and was the first portion of the army which marched into the Grand Plaza. The palace, now deserted by the Mexican authorities, was overrun with the desperate characters of the population, bent on plunder. Lieutenant-colonel Watson, with his battalion of marines, was ordered to clear it of these intruders and protect it from spoliation; which duty he promptly and successfully performed. This corps lost in the actions detailed above, Major Twiggs and six men killed, two lieutenants and two sergeants wounded.

Lieutenant Semmes of the navy, who served as a volunteer aid in General Worth's staff, and Passed Midshipman Rogers who was employed in the same capacity in General Pillow's staff, received high commendations from their chiefs for their conduct in the several battles around the city of Mexico.

The conclusion of the war released the naval force from its monotonous duty of guarding the coast, and protecting the revenue interests. Since this epoch, now memorable in the annals of the country, the navy has been employed in no hostile operations, its power being occupied simply in the appropriate duties of a state of peace.

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## CHAPTER VII.

Lieutenant Lynch's expedition to the Dead Sea in 1848—Dangerous navigation of the River Jordan—Scientific results of the expedition—The Grinnell expedition in search of Sir John Franklin—Dangers of the ice—Severe cold and darkness—No tidings of the lost Mariners—Expeditions to Japan, China, River La Plata, and western coast of Africa—Condition and resources of the Navy in 1853.

THOUGH the navy is strictly a military organization, and its martial achievements constitute its essential renown, yet its incidental services to science, or to any of the arts that facilitate human intercourse and promote human improvement, are without doubt worthy to be chronicled in its history. In accordance with this idea of the historian's duty, a brief

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account must be given of an expedition to explore the course of the river Jordan, and the shores of the Dead Sea, which was planned and executed by William F. Lynch, lieutenant in the navy of the United States.

An application for this purpose was made by Lieutenant Lynch in the early part of the year 1847, to the proper authorities at Washington. The privilege was granted in July, and he was directed to make his preparations at the expense of the Department. In October he was appointed to the command of the store-ship *Supply*, destined to the Mediterranean with naval stores for the squadron. Every thing necessary for so unusual an enterprise was carefully selected and placed on board of the *Supply*, which sailed from New York on the 26th of November. In February, 1848, she reached Smyrna, where Lieutenant Lynch left the ship and proceeded to Constantinople, to obtain from the Sublime Porte the requisite authority to cross through Palestine with his party. This obtained, with orders to the governors of the region to afford him aid and protection, he returned to his ship, and on the 31st of March, was landed with his boats and party on the beach at Haifa, in the bay of Acre, on the coast of Syria.

The boats provided for the expedition were constructed on the principle of the life-boats of Mr. Francis, one being made of copper and the other of galvanized iron. They were fitted on trucks, and were drawn by camels across the country from Acre to Tiberias, on the western shore of the sea of Galilee. The party consisted of Lieutenant Lynch, Lieutenant Dale, Passed Midshipman Aulick — Mr. Bedlow and Mr. Anderson, volunteers — and eleven petty officers and seamen. They carried with them a large blunderbuss, and each officer and seaman was fully provided with small-arms. Supplies for the party were transported on camels, and a guard of mounted Arabs was also engaged. Thus the entire caravan consisted of twenty-three camels, about eighteen horses and some thirty men, and, as it wound through the secluded villages of Palestine, presented a novel and picturesque appearance.

At Tiberias, Lieutenant Lynch obtained a wooden boat, in which he embarked a part of his stores; but this was soon so much damaged in the difficult navigation of the Jordan, that it became entirely unserviceable. On the 10th of April, they left Tiberias and stretched down the lake. Besides the party in the boats, there was a party composed principally of Arabs, under the command of Lieutenant Dale, which kept company on the western shore of the river, in order to be at hand in assisting their companions in any emergency. Lieutenant Lynch occupied eight days in sailing from the lake to the Dead Sea. So sinuous is the course of the river, that it passes over about two hundred miles in accomplishing a direct distance of sixty. The navigation was found to be of the most exciting and hazardous character. No boats could have passed through the severe ordeal but the metallic ones so wisely provided. These, manned by their intrepid crews and guided by their skillful officers, shot down frightful cascades and plunged into boiling torrents, and though receiving some hard blows by coming in contact with the sunken rocks, they carried the adventurous navigators unharmed through every danger. At times it was necessary for the men to spring out, and, holding the boats by their sides to guide them by main strength down the rapid current.

Indeed the labors and exposures incident to such a voyage were

excessive, and cannot be detailed in this short account. The party was also fortunate in escaping any attacks from wandering Arabs, which from all representations they had been led to expect. The officers were respectively occupied in making observations relating to the topography, and the geological and botanical characteristics of the country through which they passed.

On the 18th of April, they entered the dreary and mysterious waste of waters so appropriately called the Dead Sea. Their first encampment was at Feshkah, on the western shore of the sea, about five miles from the mouth of the Jordan, where the land-party joined them, as they had previously done whenever it was practicable to meet. It was with great difficulty that the navigators reached this point, for they encountered a gale very soon after entering the sea, which, acting upon the ponderous water, made it almost impossible to work the boats toward the shore, and night settled down upon them in these gloomy circumstances. After severe toil they were able to reach their companions on shore. Amid the impressive and sublime scenery of this sea, Lieutenant Lynch and his party spent several weeks. They established a permanent encampment, and from this center made constant and extensive tours of exploration. Various lines of soundings were run, for the purpose of determining the depth of the water in different parts of the sea, and quite a careful observation was made of all the shores, particularly the western and southern. This expedition has certainly the honor of determining the course and characteristics of the Jordan, in modern times very imperfectly known, and of throwing much light upon the geography and physical peculiarities of the Dead Sea. It was well planned and equipped, and possessed that combination of means for the want of which most individual travelers in the same region had been hitherto unsuccessful, and some of them very unfortunate.

Much enthusiasm and energy were displayed by all concerned in this expedition, and though in some instances suffering occurred amid the contingencies of so strange and unknown a region, yet so admirably was every possible precaution taken and every arrangement carried out, that all the anticipated results were accomplished without serious accident to any of the number. Having finished the explorations, the boats were taken to pieces and placed upon the backs of camels, the encampment was broken up, and the party, gladly bidding farewell to the solemn and desolate scene, on the 10th of May commenced their journey to the Mediterranean by way of Jerusalem. A part, however, were detailed for the performance of a still remaining duty—the accurate determination of the actual depression of the Dead Sea beneath the level of the Mediterranean. The result arrived at by Lieutenant Symonds—an English officer, who had by a course of trigonometrical calculation determined the depression to be thirteen hundred and twelve feet—had excited surprise among scientific men. It was a matter of interest, therefore, to test this conclusion. A series of levels was, consequently, carried across the country by this detachment from Lieut. Lynch's party, which occupied twenty-three days in the slow and laborious process. The result, however, was gratifying. The difference between the level of the Dead Sea and that of the Mediterranean was found to be almost precisely what Lieut. Symonds had stated.

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For a full account of this entire expedition, the reader is referred to Lieutenant Lynch's published volume.

In the history of our navy, may also with propriety be mentioned the creditable though unsuccessful expedition to the Polar Seas, during the years 1850-51, in search of the long absent party of Sir John Franklin. This was an individual and not a national enterprise. The means for its prosecution were furnished by Mr. Henry Grinnell, a wealthy and philanthropic merchant of New York city. The vessels furnished were two small brigs, the *Advance* of 140 tons, and the *Rescue* of 90 tons. They were merchantmen, but were strengthened for this service. By a special act of Congress, they were placed under the direction of the Navy Board, and were subjected consequently to the usual regulations and discipline of the service. The officer selected for the command was Lieutenant E. H. De Haven, who had been attached to the Exploring Expedition under Commander Wilkes. The selection proved a very judicious one.

On the 23d of May, 1850, the expedition sailed from New York, and without any particular adventures, began to meet masses of ice in Melville Bay about midsummer. The *Rescue* was here thrown into a very perilous situation. A mass of ice slid under her, and lifting her bodily from the water, careened her over nearly on her beam-ends, in which position she remained some sixty hours before they were able to right her again. Their progress was now continued only by boldly pushing through the icebergs and floes, until, finally, they emerged into the open waters of Lancaster Sound. Here, overtaken by a very severe gale, the vessels were separated, but were happy in meeting again a few days after. Thus, until the month of September, they continued their perilous course to the westward, when they reached 96° west longitude. As winter was now approaching, and the ice barrier beyond was entirely impenetrable, the vessels were turned to the eastward to find more genial quarters during the long polar night. The hopes of the navigators in this respect were, however, disappointed, for they soon became firmly locked between large masses of floating ice, and were carried by an irresistible tide to the northward, up Wellington Channel. Winter in all its rigor now came on. The sun no longer showed his disk above the horizon and the thermometer indicated 40° below zero. The *Rescue* was now deserted, and both crews took up their abode on board the *Advance*, which was made quite comfortable with the means which had been lavishly provided. The mental and physical energy of the men was maintained by daily and vigorous exercise in the open air, and by pleasing entertainments on board the vessel. For eleven weeks the sun was invisible. Yet the aspect of nature was not wholly gloomy—they were delighted and cheered by frequent views of the splendors of the polar sky.

After having drifted some distance up Wellington channel, they found that the tide had changed, and that they were floating back again under the influence of the same mighty force which had borne them onward. They thus passed out of Wellington Channel, through Barrow's Straits and into Lancaster Sound. It should be borne in mind, also, that during all this time the ice was constantly shifting and threatening the vessels momentarily with destruction. Constantly anxious and vigilant, the exposed navigators were ready at any moment to leave their ships, for it seemed

impossible that they could sustain such an enormous pressure. At one time they stood upon the ice, with their sleds loaded with provisions, and waiting for the final crash which would demolish their home and leave them on the treacherous ice-fields ninety miles from land. After December, however, the ice became solid, and they were relieved from this source of danger. Thus through the entire winter they floated along the southern shore of Baffin's Bay and Davis' Straits, until the 5th of June, when with fearful suddenness the ice broke up into floating pieces, extending as far as the eye could reach. They finally emerged into a clear sea, having reached the entrance of Davis' Straits and passed to the south of the Arctic circle. They had thus drifted helplessly in the firm embrace of the ice, from the last of September till the first of June.

Nothing daunted, they again turned toward the north, with the intention of prosecuting their search through another summer. But in the route which they took, the impediments were so serious and dangerous that the attempt at farther explorations was abandoned. The *Advance* arrived at New York on the 30th of September, and the *Rescue* came in shortly after, when the vessels were resigned by the Navy Department into the hands of their owner.

This expedition failed, as have all those fitted out from England also, in the attainment of its main object. The only traces of the party of Sir John Franklin, which were found, were discovered on the 27th of August, 1850, by the united English and American expeditions at Beechy Cape, on the east side of the entrance to Wellington Channel. These traces consisted of several articles which could be identified as belonging to Franklin's ships, and also of three graves, with head-boards bearing the names of those interred, who were sailors attached to the absent expedition. The last date thus inscribed was April 3d, 1846. The movements and the fate of Franklin beyond this point and this period are entirely unknown. Though disappointed in solving the painful mystery which still hangs over the condition or the end of the bold English explorer, those concerned in the American attempt to throw light upon the interesting question have the satisfaction of feeling, that they have made a generous effort in behalf of a stranger and a foreigner.

At the present time, 1853, the resources of the Navy are directed in quite an unusual degree to projects which contemplate the safety and the extension of American commerce and the maintenance of the rights of humanity. The most prominent of these projects is that which has in view the establishment of commercial relations with the empire of Japan. The government of that large nation has for a long period denied to other nations, with a most insignificant exception, all access into its ports or territory; has refused hospitality and succor to unfortunate mariners, and has treated with great cruelty such citizens of the United States, as well as those of other countries, as have been cast by shipwreck upon the well-guarded shores. It has been therefore deemed obligatory by the government of the United States, to make an attempt to obtain from this jealous and secluded people, a recognition and observance of the rights of humanity, and also to induce them, if possible, to abandon their present absurd commercial policy. The extension of the territory of the United States along the shore of the Pacific, and the presence of a large whaling fleet



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in the seas which surround Japan, make these objects highly important. A squadron of unusual size has consequently been placed under the orders of Commodore Matthew C. Perry, the Commander-in-chief on the East India station. It consists of the steam frigate Mississippi 10, flag-ship; steam frigate Susquehanna 9; steam frigate Powhatan 9; sloop-of-war Macedonian 20, Plymouth 20, Saratoga 20, Vandalia 20; and store-ship Supply 4.\*

An expedition is also under orders to sail, for the purpose of thoroughly exploring and surveying the China seas, the North Pacific, and Behring's Straits. This expedition will probably be absent three years or upward. It is under the command of Commander Cadwallader Ringgold, an officer who has acquired a high reputation in connection with the former Exploring Expedition under Commander Charles Wilkes. It consists of the sloop-of-war Vincennes 20; brig Porpoise 10; both of which vessels were engaged in the first Exploring Expedition; the steamer John Hancock 3; and schooner Fenimore Cooper 3, a pilot-boat, purchased for this particular service.

An expedition for the exploration and survey of the River La Plata, and its tributaries, which have lately been opened to foreign commerce, has also been undertaken. For this purpose the steamer Water Witch 2, has been placed under the command of Lieutenant Thomas J. Page.

Commander William F. Lynch, who conducted the expedition to the Jordan and the Dead Sea, is also under orders to make preparatory explorations on the western coast of Africa, in view of an expedition designed to penetrate into the unknown regions lying to the eastward of Liberia. The small steamer Vixen 3, has been ordered to join the African squadron, in order to facilitate the operations of Commander Lynch.

The condition of the Navy at the present time in respect to vessels and officers, is as follows:

Eleven ships-of-the-line, one of 120 guns, and the remainder of 74 guns each. Of these, four are on the stocks, four are in ordinary, and three are in commission as receiving-ships.

One raze of 54 guns. Twelve frigates of the first class, rating 44 guns each. One frigate rating 36 guns.

Sixteen sloop-of-war, 20 guns each, one of 18 guns, and four of 16 guns each.

Four brigs, of 10 guns each. Four schooners mounting in all seven guns.

Five steam frigates, one of 10 guns, two of 9 guns each, and two of 6 guns each.

Eleven steamers of the first and second class, with armaments of ten guns down to one gun.

Five store-ships, two of 6, and three of 4 guns.

The officers of the various grades are:

Sixty-eight captains; Commodore Charles Stewart being now at the

\* The line-of battle ship Vermont 74 was also put in commission to be connected with this expedition, but she has not been able to go to sea in consequence in part of the present difficulty of obtaining seamen for the Navy, and also because it is discovered that to man her will raise the number of men employed in this branch of the service above the full complement which is now allowed by law.

head of the list. Ninety-seven commanders; three hundred and twenty-seven lieutenants; sixty-nine surgeons; forty passed assistant-surgeons; thirty-seven assistant-surgeons; sixty-three pursers; twenty-four chaplains; twelve professors of mathematics; fourteen masters in the line of promotion; one hundred and ninety-seven passed-midshipmen; one hundred and ninety-eight midshipmen. Petty officers, comprising masters, boatswains, gunners, carpenters, and sailmakers, about two hundred.

The marine corps comprises one colonel, who is a brigadier-general by brevet; four staff-officers; one lieutenant-colonel; four majors; fifteen captains; twenty first-lieutenants; and twenty second-lieutenants. The steam service possesses one engineer-in-chief; thirteen chief-engineers; eighteen first-assistants; thirty-four second-assistants; and thirty-four third-assistants.

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## ERRATA.

- Vol. I., page 114, line 17. For "40," read "49."  
 " " 122, " 6. For "20," read "28."  
 " " 157, " 18 from bottom. For "expedition," read "exhibition."  
 " " 172, " 6 from bottom. For "latter," read "former;" and  
 for "windward," read "leeward."  
 Vol. I., page 204, line 8 from bottom. After "New York 36," read "Captain  
 James Barron; John Adams 28."  
 Vol. I., page 272, line 13 from bottom. For "1842," read "1840."  
 " " " 18 from bottom. For "1844," read "1843."  
 Vol. II., page 26, line 16. For "24," read "28."  
 " " 72, " 26. After "river," insert "Just without the bar, an-  
 other brig was seen."  
 Vol. II., page 110, line 16. For "display in the casualties," read "dispar-  
 ity in the casualties."  
 Vol. II., page 110, line 27. After "were," insert "much torn to pieces. The  
 water being quite."  
 Vol. II., pages 56, 70 and elsewhere. For "Mr. Alwyn," read "Mr. Aylwin."  
 " " page 139, line 12 from bottom. For "commanders," read "com-  
 mands."  
 Vol. II., page 142, line 26. After "men," insert "No. 162, Acting-lieutenant  
 Spedden, 5 guns and 35 men;"  
 Vol. II., page 187, line 13. For "end," read "middle."  
 " " 192, last line. After "him," insert "his young brother and."  
 " " 193, line 24. After "master," insert "Mr. Hambleton, Purser."  
 " " 206, " 13. For "marines," read "mariners."  
 " " 213, " 8 from bottom. After "carronades," insert "the  
 Eagle, 8 long eighteens, and 12 thirty-two-pound carronades;"  
 Vol. II., page 221, line 9 from bottom. Among the officers in command of  
 the galleys, whose conduct is commended, insert "Mr. Stellwagen, master."

☞ The foot-notes, stating the rank of certain officers, as in Vol. II., pages  
 56, 109 and elsewhere, remain as written by Mr. Cooper in 1846

