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### CONDITIONS.

The *American Patriot* shall be published every Saturday, and forwarded to subscribers by the earliest opportunities. The price is two dollars per annum, exclusive of postage; one half to be paid at the time of subscribing, and the residue at the expiration of six months.

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Advertisements, not exceeding a square shall be inserted three times for one dollar, and for every subsequent insertion, twenty five cents; those of greater length in proportion.

Copy of a letter from captain Porter, to the secretary of the navy

*Essex Junior, July 3d 1814, at sea.*

Sir,—I have done myself the honor to address you, repeatedly, since I left the Delaware; but have scarcely a hope that one of my letters has reached you, therefore, consider it necessary to give you a brief history of my proceedings since that period.

I sailed from the Delaware on the 27th of October, 1812, and repaired with all diligence (agreeably to the instructions of com. Bainbridge) to Port Praya, Fernando de Noronho, and Cape Frio; and arrived at each place on the day appointed to meet him. On my passage from Port Praya to Fernando de Noronho, I captured his Britannic majesty's packet Nocton; and after taking out about 11,000*l.* sterling in specie sent her under command of lieut. Finch for America. I cruised off Rio de Janeiro, and about Cape Frio, until the 12th of January 1813, hearing frequently of the commodore, by vessels from Bahia. I here captured but one schooner, with hides and tallow; I sent her into Rio. The montague, the admiral's ship, being in pursuit of me, my provisions now setting short, and finding it necessary to look out for a supply, to enable me to meet the commodore off St. Helena, I proceeded to the Island of St. Catharines, the last place of rendezvous on the coast of Brazil, as the most likely to supply my wants, and at the same time, afford me that secrecy necessary to enable me to elude the British ships of war on the coast, and expected there. I here could only procure wood, water and rum, and a few bags of flour; and hearing of the commodore's action with the Java, the capture of the Hornet by the Montague, and of a considerable augmentation of the British force on the coast, and several being in pursuit of me, I found it necessary to get to sea as soon as possible. I now agreeably to the commodore's plan, stretched to the southward, scouring the coast as far as Rio de la Plata. I heard that Buenos Ayres was in a state of starvation, and could not supply our wants; and that the government of Montevideo was inimical to us. The commodore's instructions now left it completely with me what course to pursue, and I had determined on following that which had not only met his approbation, but the approbation of the then secretary of the navy. I accordingly shaped my course for the Pacific; and after

suffering greatly from short allowance of provisions, and heavy gales off Cape Horn, (for which my ship and men were ill provided) I arrived at Valparaiso on the 14th of March, 1813. I here took in as much jerked beef, and other provisions as my ship would conveniently stow, and ran down the coast of Chili and Peru; in this tract I fell in with a Peruvian corsair, which had on board twenty four Americans as prisoners, the crews of two whale ships, which she had taken on the coast of Chili. The captain informed me that, as the allies of Great Britain they would capture all the vessels they should meet with, in expectation of a war between Spain and the United States. I consequently threw all his gun and ammunition into the sea, liberating the Americans, wrote a respectful letter to the viceroy, explaining the cause of my proceedings, which I delivered to her captain. I then proceeded from Lima, and recaptured one of the vessels as she was entering the port. From thence I proceeded to the Galapagos Islands, where I cruised from the 17th of April until the 3d of October, 1813; during which time I touched only once on the coast of America, which was for the purpose of procuring a supply of fresh water, as none is to be found among those islands, which are perhaps, the most barren and desolate of any known.

While among this group I captured the following British ships, employed chiefly in the sperm-ceti whale fishery, viz:

#### LETTERS OF MARQUE.

	tons.	men.	guns.	pieces	for
Montezuma	270	21	2		
Policy	175	26	10	18	
Georgiana	280	25	6	18	
Greenwich	238	25	10	20	
Atlantic	355	24	8	20	
Rose	220	21	8	20	
Hector	270	25	11	20	
Catharine	270	29	8	18	
Seringapatam	357	31	14	26	
Charlton	274	21	10	18	
New Zealander	259	23	8	18	
Sir A. Hammond	301	31	12	18	

3465 302 107

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

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

Lieut. Downes had convoyed the prizes to Valparaiso, and on his return, brought me letters informing me, that a squadron under the command of com. Hillyar, consisting of the frigate Phoebe of 36 guns, the Racoon and Cherub sloops of war, and a storeship of 20 guns had sailed on the 6th of July for this sea. The Racoon and Cherub had been seeking me for some time on the coast of Brazil, and on their return from their cruise, joined the squadron sent in

search of me to the Pacific. My ship as it may be supposed, after having been near a year at sea, required repairs to put her in a state to meet them, which I determined to do, and bring them to action, if I could meet them on nearly equal terms. I proceeded now in company with the remainder of my prizes to the island of Nooheevah or Madisons island, lying in the Washington groupe, discovered by a captain Ingraham of Boston; here I caulked and completely overhauled my ship, made for her a new set of water-casks, her old ones being entirely decayed, and took on board from my prizes, provisions and stores for upwards of four months, and sailed for the coast of Chili on the 12th of December, 1813. Previous to sailing, I secured the Seringapatam, Greenwich, and Sir Andrew Hammond, under the guns of a battery, which I erected for their protection; (after taking this fine island for the United States and establishing the most friendly intercourse with the natives,) I left them under the charge of lieut. Gamble of the Marines, with twenty one men, with orders to repair to Valparaiso after a certain period.

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

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

For the unexampled time we had kept the sea, my crew had continued remarkably healthy; I had but one case of the scurvy, and had lost only the following men by death, viz:

- John S. Cowan, lieut.
- Robert Miller, surgeon,
- Levi Holmes, o. seaman,
- Edward Sweeny, do.
- Samuel Groce, seaman,
- James Spafford, gunner's mate,
- Benjamin Geers, } qr. gunners,
- John Rodgers, }
- Andrew Mahan, corporal of marines,
- Lewis Price, private marine.

I had done all the injury that could be done the British commerce in the Pacific, and still hoped to signalize my cruise by

something more splendid before leaving that sea. I thought it not improbable that com. Hillyar might have kept his arrival secret, and believing that he would seek me at Valparaiso, as the most likely place to find me, I therefore determined to cruise about that place, and should I fail of meeting him, hoped to be compensated by the capture of some merchant ships, said to be expected from England.

The Phoebe, agreeable to my expectations, came to seek me at Valparaiso, where I was anchored with the Essex, my armed prize the Essex Junior, under the command of lieutenant Downes, on the look out off the harbor; but, contrary to the course I thought he would pursue, commodore Hillyar brought with him the Cherub sloop of war, mounting 28 guns, eighteen 32 pound carronades, eight 24's and two long 9's on the quarter deck and fore-castle, and a complement of 180 men. The force of the Phoebe is as follows: thirty long 18 pounders, sixteen 32 pound carronades, one howitzer, and 6 three pounders in her tops, in all 53 guns, and a complement of 320 men; making a force of 81 guns and 500 men; in addition to which, they took on board the crew of an English letter of marque lying in port. Both ships had picked crews and were sent into the Pacific, in company with the Racoon of 22 guns and a store ship of 20 guns, for the express purpose of seeking the Essex, and were prepared with flags bearing the motto, "God and country; British sailors' best rights; Traitors offend both." This was intended as a reply to my motto, "Free Trade and Sailors' Rights, under the erroneous impression that my crew was Chiefly Englishmen, or to counteract its effect on their own crews. The force of the Essex was 46 guns, forty 32 pound carronades and six long 12's, and her crew, which had been much reduced by prizes, amounted only to 255 men. The Essex Junior, which was intended chiefly as a store, ship, mounted 20 guns, ten 18 pound carronades, and ten short 6's, with only 60 men on board. In reply to their motto, I wrote at my mizen, "God our Country and Liberty; Tyrants offend them."

On getting their provisions on board they went off the port for the purpose of blockading me, where they cruised for near six weeks, during which time I endeavored to provoke a challenge, and frequently, but ineffectually, to bring the Phoebe alone to action, first with both my ships, and afterwards with my single ship, with both crews on board. I was several times under way, and ascertained that I had greatly the advantage in point of sailing, and once succeeded in closing within gun shot of the Phoebe, and commencing a fire on her, when she ran down for the Cherub, which was 2-1-2 miles to leeward. This excited some surprise and expressions of indignation, as previous to my getting under way she hove to off the port, hoisted her motto flag and fired a gun to windward. Commodore Hillyar seemed determined to avoid a contest with me on nearly equal terms; and from his extreme prudence in keeping both his ships ever after constantly within hail of each other, there were no hopes of any advantages to my country from a