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caster, Pa., of which he had been president since its organization in 1873. His publications include *School Economy* (1864), *Methods of Instruction* (1865), and *A History of Education in Pennsylvania* (1886). He was appointed chargé d'affaires of the United States to Denmark on May 1, 1882, and minister resident and consul general on July 13, 1882. He resigned, Aug. 21, 1882, because of his wife's ill health. He died in Lancaster, survived by one son and three daughters.

[Mary Martin, in *Pa. School Jour.*, Aug. 1891; *Ibid.*, Sept. 1891; J. P. Wickersham, *A Hist. of Educ. in Pa.* (1886); J. S. Futhy and Gilbert Cope, *Hist. of Chester County, Pa.* (1881); Alexander Harris, *A Biog. Hist. of Lancaster County* (1872), pp. 618-20; H. M. J. Klein, *Lancaster County, Pa., a Hist.* (1924), vol. III, pp. 11-12; *Portrait and Biog. Record of Lancaster County, Pa.* (1894); obituary in *Daily New Era* (Lancaster), Mar. 25, 1891; information from Lillian Crawford Schlagle of Phila., Wickersham's grand-daughter.]

R. F. S.

**WICKES, LAMBERT** (1735?-Oct. 1, 1777), Revolutionary naval officer, the son of Samuel Wickes, was born on Eastern Neck Island, Kent County, Md. His great-grandfather, Joseph Wickes, had settled in Kent County by 1650. In his youth Lambert went to sea, and by 1769 was commanding ships out of Philadelphia and Chesapeake Bay ports. By December 1774 he was part owner of a ship. In the autumn of 1774 he distinguished himself by refusing to ship any tea from London in his vessel, the *Neptune*, and arrived in Annapolis almost simultaneously with the *Peggy Stewart*, which was burned with her cargo of tea by the aroused citizens. His patriotic stand in this instance, together with his acquaintance with Robert Morris [*q.v.*], probably aided him in securing command of the Continental armed ship *Reprisal* in April 1776. On June 10, 1776, he was ordered by the Committee of Secret Correspondence to carry William Bingham, 1752-1804 [*q.v.*], to Martinique. Wickes sailed on July 3 from Cape May after a sharp skirmish with the British off that place, where his brother Richard, his third lieutenant, was killed. On the voyage he captured three valuable prizes which he sent back to Philadelphia, and on July 27 appeared off Martinique. As he was about to enter the harbor of Saint-Pierre, he was attacked by H. M. S. *Shark*, Capt. John Chapman, who, after a short engagement, gave up the fight. Captain Wickes won the sympathy of the French governor and populace for his gallantry in the affair. He left Martinique on Aug. 26, with a cargo of powder, 500 muskets and clothing, and arrived in Philadelphia after an uneventful voyage, on Sept. 13. He was commanded immediately upon his return to fit the *Reprisal*

for a two months' voyage, and on Oct. 24 was ordered to carry Benjamin Franklin to France. He sailed with Franklin secretly on Oct. 26, and on Nov. 28 reached the Brittany coast. On his way he took two English prizes. The *Reprisal* was the first American ship of war and Wickes was the first American naval officer to appear in European waters after the Declaration of Independence. He won high praise from Franklin for ability and courage shown on the voyage.

In January 1777 Wickes made a third cruise in the *Reprisal*, this time in the English Channel itself, capturing five British prizes, all of which were taken to the port L'Orient and clandestinely sold. Lord Stormont, the British ambassador, protested bitterly and with much justice at this breach of international law. Stirred to action by his remonstrance the French authorities ordered Wickes to leave port within twenty-four hours but the captain claimed that his ship needed repairs, and thus gained a few weeks' delay. In April 1777, the *Lexington*, Capt. Henry Johnson, and the *Dolphin*, Capt. Samuel Nicholson [*q.v.*], joined him. These three vessels under the orders of the American commissioners in France, and under the direct command of Wickes, sailed from France on May 28, 1777. They cruised around the west coast of Ireland, thence southward through the Irish Sea, taking eighteen British prizes in all. On the return voyage to France, the *Reprisal* was chased by H. M. S. *Burford*, 74 guns, and escaped only after Wickes threw all his guns overboard. He reached Saint-Malo on June 28. In deference to Stormont's vigorous protests he was detained at Saint-Malo until Sept. 14, when he was allowed to sail for America. On Oct. 1, 1777, his ship foundered in a storm off the Banks of Newfoundland, and all on board perished except the cook. His entire career was distinguished by patriotism and the highest courage. Franklin, who knew him well, spoke of him as "a gallant officer, and a very worthy man."

[Papers relating to Wickes in the Library of Congress, Washington, D. C.; Port records of Annapolis and Philadelphia; letter and will of Wickes, Maryland Historical Society; W. B. Clark, *Lambert Wickes, Sea Raider and Diplomat* (1932); Henry Hardy, *Narrative of Events in the Several Cruises of Captain Lambert Wickes* (Facsimile of copy in U. S. Naval Acad., Annapolis), in *Library of Congress*; G. A. Hanson, *Old Kent* (1876); G. W. Allen, *A Naval Hist. of the Am. Revolution* (2 vols., 1913); E. E. Hale, *Franklin in France*, vol. I (1887); B. F. Stevens, *Facsimiles of Manuscripts in European Archives Relating to America* (25 vols., 1889-98); *The Revolutionary Diplomatic Correspondence of the U. S.* (1889), vol. II, ed. by Francis Wharton; Peter Force, *Am. Archives*, 5 ser., vols. I-III (1848-53); *Md. Gazette*, Nov. 10, 17, 1774; *Pa. Packet* (Lancaster, Pa.), Feb. 11, 1778.]

L. H. B.