

MARYLAND

HISTORICAL MAGAZINE

VOL. XXVII.

MARCH, 1932.

No. 1.

CAPTAIN LAMBERT WICKES, C. N.—A MARYLAND FORERUNNER OF COMMODORE JOHN PAUL JONES, C. N.

DE COURCY W. THOM.

“Like the dyer’s hand subdued to what it works in” sang Shakespeare or Shakespeare-Bacon,—have it as you like,—when illustrating the influence of environment. So, thought I, was Lambert Wickes led chiefly to become a sailor man. For he was born and lived during all of his formative youth in a habitat almost surrounded by navigable water and was enured to all the water sports as there had been the case with three generations of his Wickes fore-bears in this country. I do not know about such influences on the Wickes’ in their English Home in Chester near the River Dee, Cheshire. But, later, I shall tell about them on their former estate “Wickcliffe”—Eastern Neck Island, Chester River, Kent County, Maryland. But, now let me say that seeking proof of my hypothesis that those bred near the waters are prone to go down to the sea in ships, I learned that very many noted sailor-men had, indeed, been so bred. That is the case with our own Maryland, Barney, Buchanan, and Semmes and with Pellew, Perry, de Ruyter, de Ledres, Hein, Van Tromp, Witte, Barry, John Paul Jones, Colbert, Drake, Saumerez, Blake, Nelson, et al., et al. There I said to myself my hypothesis is probably right; but there must be some printed list of great sailor-men which will allow

me to stop this delving into many separate books to learn the breeding area of each of them. So I came to find and to possess that very interesting volume "Naval Officers, their heredity and development", by Charles Benedict Davenport, assisted by Mary Theresa Scudder and published by the Carnegie Institution of Washington, Washington, D. C., 1919. Alas! Mr. Davenport therein asserts that in-born traits (heredity) have been the major control in producing great sailor-men, and great sailor nations. Here again tangent rather than exact opposite probably states the truth. Truth is said to lie at the bottom of a well. Actually it oscillates between the various conclusions of pains-taking students until finally it comes to rest upon the broad basis of a reasoned compromise.

Let us study Lambert Wickes, accordingly, and place him on the monument which he so long has splendidly deserved in vain. But let me qualify slightly: The United States Government did this thing in his honor:—Name a Destroyer for him. That christening took place at Bath, Maine, some thirteen years ago and Miss Page Wickes, great-great-niece of Captain Lambert Wickes, C. N., and daughter of our valuable townsman, the Major Joseph Wickes of today, was invited by Secretary of the Navy Daniels to act as sponsor, as representing the elder Wickes line in Maryland. She could not do so. But her cousin Miss Anne Elizabeth Y. Wickes, daughter of the well-known Dr. Walter F. Wickes, did officiate most happily. Our gallant and hardy Maryland Gentleman, Captain Lambert Wickes, C. N., was born and lived during all of his formative youth at his family's home "Wickcliffe" whence stretch many leagues of water Westernly, and Southernly, and Easternly. Upon the broad Chesapeake to the West of "Wickcliffe" foreign ships kept coming and going in those days and later passed it on the night of August 1st-2nd, 1814, when numerous boat crews under the Command of Lieutenant General Charles J. Napier pulling with muffled oars from Vice Admiral Warren's English war ships anchored off Chester River made for "Blakeford" at an earthen rampart called Fort Hawkins, which had also served as a fort in the Revolutionary War. Fort Hawkins is on the shore north of

Queenstown Creek. The British planned to surprise and capture that Village. Marching across "Blakeford" they came to the unsuspected Coursey Creek (the present big Queenstown Creek) and so were foiled and repaired to their camp on Kent Island. Next night the British troops marched from their "huts" in the woods of Kent Island and early on August 3rd, 1814, at dawn reached Queenstown, which they partly destroyed after losing some soldiers in a brush with the Queen Anne's County Militia at a place called "Slippery Hill." Then troops from that same fleet of Vice Admiral Sir John Warren made a landing on the shore of the Chesapeake opposite Chestertown and fought the Kent County Militia in the battle of Caulk's Field, where another Major Joseph Wickes, a nephew of our Captain Lambert Wickes did good and valiant service and where Captain Sir Peter Parker, Royal Navy, a first cousin of Lord Byron, the poet, was killed. He is buried immediately to the left of the main entrance to St. Margaret's, the Parish Church of "Westminster Abbey," London, England.

Standing by Sir Peter's tomb I have thought of all these happenings near our Maryland Chester River Country which is said to have been named by the original Major Joseph Wickes after his old home, Chester, England. Full particulars of these attacks on Queenstown and at "Caulk's Field" can be found in articles contributed respectively by myself and by the late Judge Alfred Pearce to the first number of the Patriotic Marylander. They are but samples of other such historical happenings and of notable Characters connected with Maryland. For, indeed, from the mountains and glades of Garrett to the Ocean swept border of Worcester and from poetic Cecil to chaste and classic St. Mary's and in the kind City of Baltimore—that is in all Maryland—we have been plentifully supplied with eminent historical performances. I chance to have indicated in the shape of a St. Andrews Cross our venerable and beautiful State. That figure can well be used for it signifies service and Maryland has led the world in projecting her polity upon the tri-une foundation of Freedom of Religious Worship according to any Christian form; separation of Church and Church; and in vouch-

safing to every free man a vote. "Wickliffe" was near the center of all these doings. Thence it must have wooed Lambert Wickes successfully very often to pleasures upon its leagues and leagues of sparkling water surrounding it. And, it must have likewise influenced him through heredity for his family had lived with it for generations before him.

First living at "Wickliffe" was his great-grandfather, Major Joseph Wickes, who for some years previous had dwelt at the present Love Point, Kent Island, three miles to the Southward. The Major was thirty-eight when he established himself on Eastern Neck Island in the year 1650, on land which by 1657 totaled 850 acres and was patented to him on January 19th, 1659, for having transported between the years 1650 and 1657 himself and 16 other persons into the Province of Maryland. He died in 1692 and his son, Samuel, who lived until 1732 and had married Frances Wilmer, reigned in his stead on "Wickliffe" where the Major had built a good house some 40 years before on the south shore of Eastern Neck Island, Chester River, Kent County, Maryland. One of the eight children of that marriage was Samuel who married Mary, daughter of James Smith and Sarah Hynson. They, also, were water-side folk. Three of their four sons became deep sea sailors. The first of that trio was Samuel, who was wont to sail out of Philadelphia to Europe as ship captain and had with him his next younger brother, the heroic Lambert, who is the subject of this paper. The third son was Richard. I do not know how Samuel passed from earth, but presently I shall tell you how Lambert and Richard sacrificed their lives for our great country. But, first I would have you picture them as their early habits and characters were being formed.

Do you see them in the old part of "Wickliffe" house which still exists or gunning for upland or water birds or on the gray sands of Wickes' beach, which is near the old house, or swimming in the broad and deep Chester River or learning the handling of a sail boat or dreaming the long, long dreams of youth for adventures far and near as they gaze through the thin vapor arising from broad Chesapeake Bay at clouds unsurpassed in

beauty and color and which had been blown there from far and mystic seas whose surrounding countries it were fine to visit? Have gorgeous water Sun-sets ever sent your own dreams racing to foreign shores and dering do? Know you the infinite play and glory of light and color with which The Almighty Artist has deigned to paint those Sun-sets for your pleasure? There in the full gamut of gorgeous coloring stretch out the "cats-tails," stringy clouds; the night clouds in ever broadening bands; or the piled-up convex clouds that sometimes seem just like a distant mountain range. And, then, perhaps come the Night Clouds ending may-hap with dusky clouds freighted with moisture from distant summer or winter seas. And, perhaps you, too, have often peered entrancedly down 'the long track and trail of splendor cast upon the level water' by 'the evening Sun descending' and felt drawn to Faraway and glorious adventuring. I confess that just such influences held me many and many a time when I was a boy at my dear old home "Blakeford" on Chester River just two miles east of "Wickliffe" and made me long to enter the American Navy.

And, surely the Wickes' household must often have called the boys into old "Wickliffe" for shelter in porch or hall in hot Summer or again in stark Winter to the delicious poetry of an open wood fire whence late of evenings was to be heard o'er-head the weird calls of water fowl wending restward. Ah! home and dreams of folk and lands and doings of far away.

Such are samples of the normal settings of the lives of Chester River folk; Wickes, Ringgold, Hynson, Carvile, DeCourey, Wright, Emory, Ruth, Blake, Tilghman, Earle, Bordley, Barroll, Eccleston and others to all of whom and to many more thereabout the Wickes family was related by blood or friendship. The Chester River was to all of them a sail-boat highway. From that River's four mile opening into Chesapeake Bay and about four miles up the River is Hail Point (locally and colloquially known as "Hell Point"). To Hail Point, and its fine and storied line of pine trees used to come merchant ships from Europe on their way to Chestertown, the Eastern Shore Custom House, some 15 miles up the River. The three brothers, Sam-

uel, Lambert and Richard, were often on such vessels stopped there to be quarantined. Numerous vessels from far away from time to time furnished thrill to the folk living along the shores of the broad and deep Chester River and to its quasi capital, Chestertown: Chestertown with its "Kent County Public School" later to become Washington College and with its races and merrymaking: Chestertown whose citizens undisguised and in broad daylight on May 13th, 1774, threw into Chester River the obnoxious tea brought there in the brig "Geddes" in opposition to the "resolve" of the Thirteen American Colonies. Many of the members of those Chester River families have commanded deep sea ships or have travelled on them or have longed for Far-away because their youth had been nurtured amongst the dear, free, self reliant, poetic surroundings of which I am telling.

So was nurtured Lambert Wickes.

Such was the life, such were the people, such the surroundings, and such was the family breed which gave us the hardy Lambert Wickes, pioneer Captain of the Continental Navy.

Lambert Wickes, born soon after 1735, educated, we may believe, at Kent County Public School, now become Washington College, Chestertown, and by the life on Eastern Neck Island and Chester River; by the religious influence of his beautiful old St. Paul's Protestant Episcopal Church, near Tolchester, Kent County, and then by deep sea service under his brother, Captain Samuel Wickes, who thus co-operated with the famous Philadelphia, Pennsylvania, shipping firm of Morris (Robert Morris, the Financier of the Revolution) and Thomas Willing who, also, was a bright and shining light throughout all the long dark days of our country's seven years struggle for Freedom through the Revolutionary War. When his brother, Captain Samuel Wickes, retired, Lambert became Captain in his stead. From 1768 through 1770 he commanded a series of deep sea vessels usually for Morris and Willing. One was the "Molly" built either in Philadelphia or in deep Grays Inn Creek, Eastern Neck Island, Chester River, Kent County, Maryland. It is thought that the brig "Molly" property of Morris and Willing

was converted into the "Reprisal" so dearly beloved by Lambert Wickes and commanded by him throughout his whole service in the Continental Navy. All this is of keener interest to me because I happen to know Grays Inn Creek through passing often very near it to my ducking club, "Cedar Point Farm," Eastern Neck Island, which owns "Hail Point" and much of the adjacent lands once belonging to the family of Lambert Wickes.

How Lambert Wickes spent his time between 1770 and the end of 1773 is not definitely known. It is believed, however, that period of something over two years was spent by him with his brother Samuel on a farm on the Queen Anne's side of Chester River not very far from Chestertown and owned by Samuel's wife who is believed to have been connected with the Blake family. But Lambert was at sea again in 1774, for on November 10th of that year he sailed to this country from Teneriffe, Canary Islands, the good ship "Neptune" (90 tons, crew 14, built in Maryland in 1773, registered in the Patuxent) and laden with European goods and bringing in 56 "servants." Peaceful enough all that. But in the distance the dogs of wars were growling ever more and more fiercely. And soon the war drums of the Revolution beat their tocsin. Events rushed on. The second American Congress convened, adopted the Declaration of Independence, planned for an army and planned for a navy. The Secret Committee on correspondence of that Congress, acting through its Marine Committee composed of Robert Morris, Josiah Bartlett, Samuel Adams, Stephen Hopkins, Silas Deane, Francis Lewis, Stephen Crane, George Read, William Paca, Richard Henry Lee, Joseph Hewes, Christopher Gadsden and possibly Button Gwinnett—one from each Colony—organized a Navy and appointed these 24 gallant Captains:

- | | |
|------------------------|------------------------|
| 1. James Nicholson, | 6. Thomas Thompson, |
| 2. John Manly, | 7. John Barry, |
| 3. Hector McNeil, | 8. Thomas Read, |
| 4. Dudley Saltonstall, | 9. Thomas Grennall, |
| 5. Nicholas Biddle, | 10. Charles Alexander, |

- | | |
|----------------------|----------------------|
| 11. Lambert Wickes, | 18. John Paul Jones, |
| 12. Abraham Whipple, | 19. James Josiah, |
| 13. John B. Hopkins, | 20. Elisha Hinman, |
| 14. John Hodge, | 21. Joseph Olney, |
| 15. William Hallock, | 22. James Robinson, |
| 16. Hoysted Hacker, | 23. John Young, |
| 17. Isaiah Robinson, | 24. Elisha Warner. |

Of those twenty-four Captains James Nicholson of Chestertown ranked first and was General Commandant. His brother Samuel was also of Chestertown and served as Lieutenant under John Paul Jones in the "Bon Homme Richard" fight with the "Serapis." And of Captain Wickes we are telling. Captain Barry was also of Maryland.

Robert Morris, the predominantly influential Chairman of the Marine Committee, knew well our Maryland sailor man, Lambert Wickes, and had him ranked eleven in that list and soon got him a ship, the brig "Reprisal" armed with 16 six-pounder guns. Not only had Lambert Wickes proved himself a splendidly efficient Captain for Morris and Willings' Vessels but he had also long been a member of the famous "Captains of Ships Club" of Philadelphia, Pennsylvania, whose skilled ranks were to furnish many of our privateer or Naval commanders in the Revolutionary War. And, Wickes' character was generously good: He was a Mason in good standing in the Philadelphia lodge. A great honor his to out-rank by seven numbers such a hero as that great immortal, Captain John Paul Jones. Fate was kind in decreeing that our gallant Captain Lambert Wickes of Maryland should first perform for our country many such glorious deeds as have made justly famous the illustrious John Paul Jones. But, fate was drastic with Wickes. She wove into her portentous web that he should die just 16 months after he had become a member of our Continental Navy; but graciously crowded into those sixteen months his splendid and dashing and pioneer service for the American Nation struggling to be free to work out their own salvation by winning the Revolutionary struggle. Thus then began the glorious last sixteen months of

the life of Captain Lambert Wickes on 'this distracted globe': on June 10th, 1776, the Council of Secret Correspondence of Congress—through the Marine Committee—ordered Lambert Wickes, Captain of his beloved Continental little brig "Reprisal," 16 Six pound guns, to bring in her munitions of war from the beautiful French Island, Martinique, after taking there William Bingham, our Commercial Agent. Sailing from Philadelphia on May 1st, 1776, Wickes waited twenty days at Fort Island near the mouth of the Delaware River because British War Vessels were blockading it. Then about the twenty-first of the month he slipped out at night with a convoy of two merchant vessels which he saw safely on their way and then at the end of ten days regained the Delaware. There he was blocked in by British War ships until June twenty-eight, he went to the assistance of the "Nancy." Clearing thence on June 28th, he soon sighted the Continental brig, "Nancy" from St. Croix with 386 barrels of gunpowder for the Continental Army. Six British men-of-war were pursuing her. She had to be run ashore. Wickes' staunch "Reprisal" and the fleet war ship "Lexington" commanded by Captain Barry, C. N., held at bay five boat crews from H. M. S. "Kingfisher" and so saved over 200 barrels of that powder before leaving the "Nancy" in whose cabin they had laid a train of gunpowder, having, also, put 50 pounds of it in the furled mainsail in order to cause an explosion which presently destroyed the "Nancy" and 40 or more of the enemy who had finally boarded it. We lost very few men. But in that necrology was Richard Wickes, 3rd. Lieutenant of the "Reprisal" and the dear young brother of Lambert Wickes. Here is Lambert Wickes' letter of July 2nd, 1776, to his brother Samuel telling of all this happening:

"Cape May Rhode, July 2nd, 1776.

"Dear Brother—This will inform you of my proceedings since I left Philadelphia which place we left ye 1st May but was detained at the Fort Island 20 Days by the Coming up of the Roebuck & Liverpool Ships Warr as soon as they came down we followed them & went out on a short cruise of 10 Days then

returned here again during this Time Nothing very material happened more than conveying several vessails off & bringing some more safe in one of which was a large Ship from Jamaca taken by the Sloop Congress a Privatter belonging to Philad, the Prizes Cargo was very valueable as it consisted of Sugar and Rum we have bin blocked up here ever since our Return by a Fleet of brittish Ships Warr & nothing more had happened since our Return until Friday y^e 28th June when we Ware informed by the Guard at Cape May that there was a Brig about 4 or 5 Leagues to y^e East ward of Cape May standing in a long shore. We re'cd this Inform at Dusk & thought it best to let the Captn^s Barry of the Brig Livingston & Bauldwin of the Schooner Wasp go out to their Assistance it being light winds & the Chance difficult we Could not get out with the Ship. I ordered our Brig to go & assist the Brig & Schooner out & was strongly solicited by our Brother Richard, to let him go to Command the Berge which I refused several Times but at last was prevailed on to let him go. they stretched out and came too an Anchor about 3 or 4 miles to East ward of Cape May all Night as it was so dark they could not see the Brig in the Morning they saw the Brigg 3 Leagues Dist to y^e E- ward and 2 men Awarr & 2 Tenders in Chase the Brigg & Schoner finding it impossible to be of any Service streched into the Rhode when our Brother Richard pushed off to their Assistance & borded her in Defiance of the Man Awarr who was so near as to fire often at them on getting Bord thought it most prudent to cut her Cable & runn her a Shore in order to save her Cargo if possible as it concisted of Powder Arms Rum Sugar & dry Goods. they got her a Shore, where they soon were joined by Captn Barry in his Boat By this Time the Kingfisher had got in so near as to heave Shots farr over them and keep up & very heavy Fire on them Not with stand g this they got to work and landed the Goods as fast as possible, on their seing this they maned four Boats in order to bord the Brigg if possible these Boats were soon beat of & sent back from whence they came when they then turned their Fire with redoubled Fury from the Kingfisher who had then anchored about 3 or 4 Hundred yards from the

Brigg after firing for near half an Hour they manned 5 Boats & sent them to make a second attack as our People stile continued landing the Cargo as fast as possible from the Time the 5 Boats left the Ship they keep up so constant a Fire from the Ship that they obliged our Men to leave the Brigg & take to the Beach where they fought the five Barges for about half an Hour during which Time they killed several of their Men which they saw fall over bord besides others wounded they got Possession of the Brigg at last who blew up in about five Minutes after they borded her and all so blue up one of their Boats and a great Number of their Men on this Accident happening the other 4 Boats made off as fast as possible in a shattered Condition weakly maned the loss sustained on our side was the Life of our dear Brother who was shott through the Arm and Body by a Cannon Shott 4 or 5 Minutes before the Action ended. we have this Consolation that he fought like a brave Man & was fore most in every Transaction of that Day this is confessed by Captn Barry whome was

L. W.

Look in the Supplement for more—
Suplyment

present all the Time he is much regreted by all the Officers in our Fleet & particularly Captn Barry who says a braver Man never existed than he was. in him I have lost a dear Brother & a good Officer which I know not where or how to replace there was one Man belonging to the Brigg wounded whom I think will dye this was all the Loss on our Side, we guge that they Lost from 40 to 50 Men at least & one of their long Boats, the Train that blew the Brigg up was laid by our People before they left the Vessel but we are not certain whether they or us set it on fire. We saved 265 half Barrels of Powder, 50 Muskets 2 three Pounders three Swivels & about 1000 wort dry Good. out of her in about 4 Hours the Action lasted from 8 A. M. til M. D. youl recv from Allen Moore Esq^{re} one Ba^l Sugar and one Bagg Coffe I arivd just at the close of the Action Time enough

to see him expire after a noble Contest in the Arms of Victory. he was buried very decently y^e 30th June in the Meeting House Yard at Cape May when the Clergymen preached a very deacent Sermon. youl disclose this Secret with as much Caution as possible to our Sisters Please give my Love to Nancy the Children & our Sisters & my Compliments to all Relations from your affectionate Brother

Lamb^t Wickes

P. S. I am now going a Cruise to the Westindies—the coffee/ comes by Duck Creek—

L. W.

Dutiful as ever, Captain Wickes did not stop because of his own great private grief about Richard but put to sea July 3rd. Now let me give you a log of his performances: — He captured on the following days these ships and treated them as I shall briefly indicate: — July 11th, English merchant ship “Friendship”, value 35,000 pounds sterling, gave her Captain liberty and private property and accepted his crew as volunteers to the American service; July 13th, English Schooner “Peter”, sent with the “Friendship” to Philadelphia, to be sold for the public account. Soon afterwards he captured the “Neptune” an English ship which doubtless was sold for the public account. And, then the “Duchess of Leinster” was captured, which, being an Irish ship, Wickes released as an influence toward having the Irish oppose England.

Next Captain Wickes had a fight with the British man-of-war “Shark” off St. Pierre, Martinique. Putting the “Shark” to flight he entered the harbor, landed an important passenger, our Commercial Agent William Bingham, received on board 4 French Military Officers volunteers for the American Army and sailed for Philadelphia. After eight days there he was ordered to refit as rapidly as possible for two months active service at sea. October 24th, brought him news that he was to take Benjamin Franklin and his grandson Commissioner William Temple Franklin and Benjamin Franklin Bache to France and serve there as Commissioners Benjamin Franklin and Silas Deane (later Arthur Lee served as a third Commis-

sioner), also might order after which he was to capture off Falmouth the English "Lisbon Packet" carrying specie. That capture made, he was to take to France any coin she was carrying and deliver it to Dr. Franklin, Mr. Silas Deane or Mr. Thomas Morris (brother of Robert Morris), Commissioner-agent at Nantes of the Secret Committee. The "Reprisal" carrying Franklin and his two grandsons left the Delaware in very early November and sighted Nantes on the 29th of that month. Thus the first American man-of-war visited European waters.

Franklin loved the dash of Captain Wickes and officially praised his frequent drilling and skill at sea. It must have gratified him to see Wickes capture on the 27th and 28th of November two English richly laden brigantines which were soon sold secretly to French merchants. And we may be sure that during their voyage Franklin primed Wickes of the plan for Wickes to harass from France as a base English Shipping and thus help persuade France of the efficiency of our Thirteen Confederated Colonies, and lead England to irritate France by pressure of diplomatic objections to the aid and comfort we were receiving in her ports. His resourceful skill had to find plausible excuse that the French officials should not order him to sea immediately. He reported "Reprisal" unfitted for sea duty and invited inspection and during the night before it had his crew pump sea water into the hold of his ship.

During the winter of 1776 Wickes refitted the "Reprisal" very slowly and by skillful delay until the "Lexington" and "Dolphin" could join him as squadron Commander. Meanwhile he kept guard over his prisoners in order to exchange them for captured Americans and busily inspected ships to be bought for the service of his country. In mid-January, 1777, Captain Wickes is thought to have infested the coasts of Western and Northern Spain and the mouth of the English Channel. There on February 5th, 1777, after forty minutes fight he captured the "Lisbon Packet" as he had been ordered to do and, also, on this cruise captured the "Polly and Nancy"; the "Hibernia"; the "Generous Friends"; the "Betty"; and

the "Swallow". As the last mentioned vessel contained nothing of value and was not serviceable Wickes gave her back to her officers. In April Wickes was joined by the armed cruiser "Lexington" and the sloop "Dolphin" which from his own game ship the "Reprisal" he was to command as a squadron as I have previously indicated. This was the first American squadron to visit European waters.

Under advice of 'the Secret Committee of Correspondence' that squadron was ordered by Franklin and Deane to intercept the Irish linen ships in order to secure linen much needed in America rather than to cruise in the North sea for the Baltic ships or off the coast of Guinea as had been first proposed. The squadron of 3 vessels sailed from France on May 28th, 1777, to round Great Britain by way of the North Sea. They were pursued in vain by her majesty's ship "Foudroyante" and on January 19th, sighted the Northern Islands. Thence they entered that perilous trap, the Irish Sea, which stretches as we know between England and the East coast of Ireland. There on January 19th, the squadron took and sank the sloop "Merion", and treated likewise the brig "Expedition", and captured and sent to France the "Bellisle", and made a fourth capture which they allowed to go free. The bag for January 20th was the brig "Jenny and Sally", sent to France; the sloop "Jason", sent to France; the "Jenny and Peggy", which was sunk; and the sloop "Edward and Ann", sent to France. The stuffing for the bag on the 21st was the bark "John and Thomas", sent to France; and on the 22nd, the brigs "Graystock", and "Favorite", which last they sank and on the 23rd, the "Grace", the "Peggy", and the "Crawford".

Being burdened with many prisoners he put them on the "Crawford" to be taken by the Captain of the "John and Thomas" to the English authorities at Whitehaven. Anticipating consequent pursuit by English war vessels he sailed further down the Irish Channel pausing long enough on June 25th to capture the sloop "John and Peter" which he freed as he could not spare a crew to carry her to France. Then to speedily regain his base he sailed between the dangerous Scilly Islands

and Lands End that afternoon to so escape any English cruisers lurking seaward. And on June 26th, the hardy Wickes ended his foray by capturing another prize which he sent to France. The morning of June 27th, showed Wickes an English 74 gun man-of-war. She closely chased his squadron. The swift "Dolphin" and swift "Lexington" got safely away, but, says Cooper's *Naval History*, Wickes only saved the "Reprisal" by sawing away her bulwarks and cutting away some of her timbers and throwing overboard her guns. The "Reprisal" and "Dolphin" made St. Malo that night; the "Lexington" made Morlaix within the next week. Though Wickes' broken schedule had not offered fair chance for his squadron to capture the much desired linen ships he had sailed around Ireland, had captured 18 vessels, had foundationally alarmed England, had caused the celebrated Chester fair to be abandoned (by the way, as I have said, it was in Chester that the Wickes family had been living for many generations before Major Joseph Wickes established himself at "Wickcliffe" on Chester River, Maryland), had greatly raised English insurance rates, and had enormously reduced English merchandise shipping in National bottoms.

In reporting his cruise to the American Commissioners Franklin, his old fellow voyager, and Duane, residing in Paris, Lambert Wickes proved himself the true gentleman he was by giving generous praise to his associates. His foray of a month had worn down the men and the three little vessels of his squadron. He rushed refitting. Before that was complete our Commissioners at Paris ordered the "Reprisal" and "Lexington" held for further orders. Then began intensified pressure from England on France against neutral France allowing the buying of war vessels in her territory and then permitting them to be there fitted out for attack upon English interests. Thus it was that Franklin and our other Commissioners were led to order the cocky little "Reprisal" commanded by the dashing Lambert Wickes and having the "Dolphin" as consort to sail for Portsmouth, New Hampshire, in the United States. That last adventure of the intrepid Wickes began on September 14th,

1777. For sixteen days all went well but on October 1st, 1777, in the midst of a furious storm the "Reprisal" was wrecked and sank near the treacherous "Banks of Newfoundland". Only one man escaped. Captain Lambert Wickes and all others of his gallant crew there found sailors' graves and so passed on to the shining reward of all good and faithful men.

Is it true that to a man drowning rush all the outstanding memories of his life? If so there in the midst of the murderous storm that was making end of him and of his faithful Ship, the "Reprisal," which he loved with all the concentrated love of his lonely bachelorhood, our dauntless Lambert Wickes tasted again the joys of his glorious firstness of leadership in Atlantic waters for the American cause; his Berserk leading of boarding parties; his other services to his native land; and then all the sweet thoughts of friends and of family and of the old home life at "Wickcliffe" whence so often he had seen 'the Sun descending cast upon the level water, one long track and trail of splendor down whose path as down a river Westward, Westward sped his thoughts into the purple Sunset, then into the dusk of evening and then — nay, now — into the dim hereafter.'

And so the end. But, 'well sleep the brave who sink to rest with all their Country's wishes blest'. Thus, therefore, in his beloved ship like a Viking of old passed to that bourne from which no traveller returns, the skilled, and brave, and dashing, and capable, and tactful, and diplomatic, and resourceful, and efficient, and devoted Lambert Wickes of Maryland, Captain in the Continental Navy, and first bearer of the American Flag on single Warship and in squadron into European waters.

And, O, my Brothers, when we've spent our years,
 And come at last to Heaven's shores,
 And find the dew-fall of our tears
 Angelic used to cleanse our scores;
 And scan life's main where we have sailed
 Our ships — good, bad, or quick, or tardy —

These can show proof, though all else failed,
His gallant ship and Wickes the Hardy.

DE COURCY W. THOM,
Baltimore, Maryland.

October 12th, 1931.

Bibliography. From Dr. Walter F. Wickes many photostatic copies of the proceedings of the Committee of Secret Correspondence of the Continental Congress, etc., etc. (some thirty or more), and a copy of a letter of Captain Lambert Wickes to his brother; some verbal information from Mr. Louis Bolander and magazine and newspaper articles by Mr. Louis Bolander; certain articles published in the Chestertown Transcript and in the Kent News; letters from Captain H. C. Cocke, Captain, U. S. N., Superintendent Navy records and Library Navy Department, Washington, D. C.; letters from Mr. Thomas DeCoursey Ruth; and co-operation as to finding of dates, genealogical lists, etc., etc., from Mr. Percy G. Skirven; Major Joseph L. Wickes, Mrs. Hope H. Barroll, Mr. Thomas L. Hines, Maryland Historical Society, The Peabody Institute, etc., etc.

**CLAIBORNE vs. CLOBERY ET ALS.
IN THE HIGH COURT OF ADMIRALTY.**

(Continued from Vol. XXVI, p. 404.)

Schedula Secunda de qua in libello presentibus annexa fit mentio.

Imprimis one bill of exchange paied unto Jere-
mye Blackman beareinge date 8^o Martii 1633
amounteing to

115^l. 0.. 0

Item one bill of exchange beeaereinge date 24
Martii 1633 paied to George Thompson

161.. 0.. 0