

Head Quarters.

Government House, Aug. 4, 1813.
The Commander in Chief of the Militia of Maryland having appointed William Bond Martin, Esq. an Assistant-Aid, all officers and soldiers of the Militia of the State are strictly enjoined to obey and respect him accordingly.
By order
of the Commander in Chief,
JNO. GASSAWAY, Adj't Gen.

Sheriff's Sales.

By virtue of a writ of venditioni exponas, issued out of Anne Arundel county court, returnable to April term last, and to me directed, I will expose to Public Sale, at my Office in Annapolis, on Tuesday the twenty-fourth inst at 10 o'clock in the forenoon,

3 Valuable Negro Men,
viz. Jos. Anthony, and Andrew. The above are taken as the property of William Brogden, and will be sold to satisfy debt due Jacob Gillum. Sale to be for cash.

SOL GROVES, Sr. & A. C.
August 5, 1813.

By virtue of a writ of fieri facias, issued out of Anne Arundel county court, returnable to April term last, and to me directed, I will expose to Public Sale, at my Office in Annapolis, on Tuesday the 24th inst at 10 o'clock, A. M.

One Tract of Land,
called Bell's Quarter, containing one hundred and twenty acres. The above is taken as the property of Richard Hopkins, of Gerard, and will be sold to satisfy a debt due Joseph Evans. Terms of sale will be cash.

SOL GROVES, Sr. & A. C.
Aug. 5, 1813.

Public Sale.

Intending to leave Town, I will sell at Public Sale, on Saturday the 21st day of August next, at 11 o'clock, A. M. of my house and lot, situate in West street, in the City of Annapolis; and also my Black-Smith and Wheel-Wright Shops with the lot on which they stand, situate in said street. The said houses and lots afford a good and convenient stand to any person engaged in either of the above businesses, or in the mercantile business. The terms will be made known on the day of sale.

RICHARD B. WATTS.
Annapolis, July 29, 1813.

NOTICE.

The subscriber will offer at public sale, on the premises, on Saturday the 25th day of August next, at 11 o'clock,

About 120 acres of Land,
more or less. This land adjoins the farms of William Stewart, and Richard Harwood, of Thomas, Esquires. There is on the premises an excellent barn, and a variety of fruit of different kinds, and twenty acres of good meadow can be easily made. Those inclined to purchase are invited to view the premises. He also, being authorised, will offer on the same day, sixty acres of land, more or less, immediately adjoining, the principal part of which may be styled first-rate meadow; there is also on the premises an excellent apple orchard in the best order, and producing fruit of the most choice kind; taking the whole together, a very handsome settlement may be made. There is a sufficiency of wood and timber on the premises necessary to the support of the place.
Terms made known on the day of sale, which will be accommodating; an indisputable title will be given.

R. WELCH, of Ben.
July 15, 4

This is to give notice,

That the subscribers hath taken out letters testamentary on the personal estate of Edward HALL, late of Anne Arundel county, deceased. All persons having claims against said estate are requested to bring them in legally authenticated, and those in any manner indebted to the estate to make immediate payment to
Mary Hall, Executor.
Henry A. Hall, S
July 29.

50 Dollars Reward.

Ran away from Salubria, near Harbar's Town, Washington county, (Md.) on the 11th inst, a negro slave who calls himself BILL GUY, the property of the subscriber. Bill is about 5 feet six or 7 inches high, rather of a lighter complexion than the generality of blacks, extremely awkward and ungainly in his address and particularly his gait, and has a wild and suspicious stare when accosted. He is between 18 and 21 years of age and was raised by Mr. Benjamin Harrison of West River, at which place he has a mother and other relations. The above reward will be given to any person who shall secure him in any goal in the United States, if taken out of Washington County.

O. H. W. STULL.
Washington County,
July 15th, 1813.

MARYLAND GAZETTE,
AND POLITICAL INTELLIGENCER.

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From the Analytic Magazine.

BIOGRAPHY

CAPTAIN JAMES LAWRENCE

To speak feelingly, yet temperately, of the merits of those who have bravely fought and gloriously fallen in the service of their country, is one of the most difficult tasks of the biographer. Filled with admiration for their valour, and sorrow for their fate, we feel the impotency of our gratitude, in being able to record such great sacrifices with only a few empty applauses. We are, therefore, to be hurried into a degree of eulogium, which, however sincere and acknowledged at the time, may be regarded as extravagant by the dispassionate eye of after years.

We feel more particularly this difficulty, in undertaking to give the memoirs of one, whose excellent qualities and gallant deeds are still fresh in our recollection, and whose animating end has excited, in an extraordinary degree, the sympathies of his countrymen. Indeed, the popular career of this youthful hero is so transient, yet so dazzling, almost to prevent sober investigation. Scarce had we ceased to rejoice in his victory, before we were called on to deplore his loss. He passed before the public eye like a star, just beaming on it for a moment, and falling in the midst of his brightness.

Captain James Lawrence was born on the 1st of October, 1781, at Burlington, in the State of New Jersey. He was the youngest son of John Lawrence, Esquire, an eminent lawyer at that place.

Within a few weeks after his birth his father died, and the charge of him devolved on his sisters, to whom he ever shewed the warmest gratitude for the tender care they took of his infant years. He early evinced that excellence of heart by which he was characterised through life; he was dutiful and affectionate child, mild in his disposition, and of the most gentle and engaging manners. He was scarce twelve years of age when he expressed a decided partiality for a seafaring life; but his father disapproving of it, and wishing him to prepare for the profession of the law, his strong sense of duty induced him to acquiesce. He went through the common courses of education at a grammar school, at Burlington, with much heed to himself, and satisfaction to his tutors. The peculiar misfortune of his father prevented his receiving a finished education, and between the age of thirteen and sixteen he commenced the study of the law with his brother, the late John Lawrence, Esq. who then resided at Woodbury. He remained two years in this situation, vainly striving to accommodate himself to pursuits wholly repugnant to his inclinations. The dry details of statutes and reporters, the technical rubbish and dull routine of a lawyer's office, were little calculated to please an imagination glowing with the adventures of the sea.

In length, his father being dead, he had a strong predilection for the living life of a sailor being instead of every attempt to curb it, his other yielded to his solicitations, and placed him under the care of Dr. O'Connell, at Burlington, to acquire the principles of navigation and naval tactics. He remained with him for three months, when the intention of applying for a situation in the navy being generally known, several of the most distinguished gentlemen of the state interested themselves in his behalf, and wrote to the navy department, recommending him as a promising young man, and between the ages of 16 and 17 he entered the service of his country.

The first cruise was to the West Indies, in the ship *Ganges*, commanded by Capt. Thomas Tingey. On several subsequent cruises, no opportunity occurred to call forth particular services; but the attention and intelligence which he uniformly displayed in the discharge of his duties, the correctness of his deportment, and the civility of his manners, gained him the approbation of his commanders, and rendered him a favourite with his associates and inferiors. When the war was declared against Tripoli, he was promoted to a lieutenancy, and appointed to the command of the schooner *Enterprise*. While in this command he volunteered his services in the hazardous exploit of destroying the frigate *Philadelphia*, and accompanied Decatur as his first lieutenant. The brilliant success of that enterprise is well known; and for the gallantry and skill displayed on the occasion, Decatur was made post-captain, while Lawrence, in common with the other officers and crew, were voted by congress two months' extra pay—a sordid and paltry reward, which he immediately declined.

The harbour of Tripoli appears to have been the school of our naval heroes. In tracing the histories of those who have lately distinguished themselves, we are always led to the coast of Barbary as the field of their first experience and young achievements. The concentration of our little navy at this point, soon after its formation, has had a happy effect upon its character and fortunes. The officers were most of them young in years, and young in arms, full of life, and spirits, and enthusiasm. Such is the time to form generous impressions and strong attachments. It was there they grew together in habits of mutual confidence and friendship, and to the noble emulation of so many young minds newly entering upon an adventurous profession, may be attributed that enterprising spirit and defiance of danger that has ever since distinguished our navy.

After continuing in the Mediterranean about three years and a half, Lawrence returned to the U. States with Commodore Preble, and was again sent out on that station, as commander of gun-boat No. 6, in which he remained for sixteen months. Since that time he has acted as first lieutenant of the Constitution, and as commander of the *Vixen*, *Wasp*, *Argus* and *Hornet*. In 1808 he was married to a daughter of Mr. Montauvert, a respectable merchant of New York, to whom he made one of the kindest and most affectionate of husbands.

At the commencement of the present war he sailed in the *Hornet* sloop of war, as part of the squadron that cruised under Commodore Rodgers. While absent on this cruise lieutenant Morris was promoted to the rank of post captain, for his bravery and skill as first lieutenant of the Constitution in her action with the *Guerriere*. This appointment as it raised him two grades, and placed him over the heads of older officers, gave great offence to many of the navy, who could not brook that the regular rules of the service should be infringed. It was thought particularly unjust, assigning him rank above Lawrence, who had equally distinguished himself as first lieutenant of the *Philadelphia*, and who at present was but master and commander.

On returning from his cruise Captain Lawrence, after consulting with Commodore Rodgers & Bainbridge, and with other experienced gentlemen of the navy, addressed a memorial to the senate, and a letter to the secretary of the navy, where in, after the fullest acknowledgments of the great merits and services of Capt. Morris, he remonstrated in the most temperate and respectful, but firm and manly language, on the impropriety of his promotion, as being contrary to the rules of naval precedence, and particularly hard as respected himself. At the same time he frankly mentioned that he should be compelled, however reluctant, to leave the service, if this improper promotion was made.

The reply of the secretary was equally brief, barely observing that if he thought proper so to leave the service without a tacit, they would still remain heroes and patriots to support the honour of the flag. There was a sarcastic severity in this reply calculated to cut a man of feeling to the heart, and which ought not to have been provoked by the fair and candid remonstrance of Lawrence.

Where men are fighting for honour rather than profit, the utmost delicacy should be observed towards their high toned feelings. Those complaints which spring from wounded pride, and the jealousy of station, should never be regarded lightly. The best soldiers are ever most tenacious of their rank; for it cannot be expected that he who hazards every thing for distinction, will be careless of it after it is attained. Fortunately, Lawrence had again departed on a cruise before this letter arrived, which otherwise might have driven him from the service out of our most meritorious officers.

This second cruise was in company with Commodore Bainbridge, who commanded the Constitution. While cruising off the Brazils they fell in with the *Bonne Citoyenne*, a British ship of war, having on board a large amount of specie, and chased her into St. Salvador. Notwithstanding that she was a larger vessel and of a greater force in guns and men, than the *Hornet*, yet Captain Lawrence sent a challenge to her commander, Captain Green, pledging his honour that neither the Constitution nor any other American vessel should interfere. Commodore Bainbridge made a similar pledge on his own part; but the British commander declined the combat, alleging that though perfectly satisfied the event of such a rencontre would be favourable to his ship, "yet he was equally convinced that Commodore Bainbridge could not swerve so much from the paramount duty he owed his country as to become an inactive spectator, and see a ship belonging to the very squadron under his orders, fall into the hands of the enemy."

To make him easy on this point, Commodore Bainbridge left the *Hornet* four days together off the harbour in which the *Bonne Citoyenne* laid, and from which she could discover that he was not within forty miles of it. He afterwards went into the harbour and remained there three days, where he might at any time have been detained 24 hours, at the request of Capt. Green, if disposed to combat the *Hornet*. At length the Constitution went off altogether, leaving Lawrence to blockade the *Bonne Citoyenne*, which he did for nearly a month. Captain G. not thinking proper to risk an encounter. It is possible, that having an important public trust in charge, and sailing under particular orders, he did not think himself authorised to depart from the purpose of his voyage, and risk his vessel in a contest for mere individual reputation. But if such were his reasons, he should have stated them when he refused to accept the challenge.

On the 24th of Jan. Capt. Lawrence was obliged to shift his cruising ground, by the arrival of the *Montagu* 74, which had sailed from Rio Janeiro for the express purpose of relieving the *Bonne Citoyenne* and a British packet of 12 guns, which likewise lay at St. Salvador. At length, on the morning of the 24th Feb. when cruising off Demarara, the *Hornet* fell in with the British brig *Peacock*, Capt. Peake, a vessel of about equal force. The contest commenced within half pistol shot, and so tremendous was the fire of the Americans, that in less than 15 minutes the enemy surrendered, and made signal of distress, being in a sinking condition. Her mainmast shortly went by the board, and she was left such an absolute wreck, that notwithstanding every exertion was made to keep her afloat until the prisoners could be moved, she sunk with thirteen of her crew, and three brave American tars, who thus nobly perished believing a conquered foe. This night on board the *Peacock* was very severe; among the slain I found the body of her commander, Capt. Peake. He was twice wounded in the course of the action, the last wound proved fatal. His body was wrapped in the flag of his

country, and laid in the cabin to sink with her, a should and republished worthy to save a sailor. During the battle the British brig *Peacock*, mounting fifteen 32lb. carronades and a long 9 lb. gun at anchor about six miles in shore. Being apprehensive that she would beat out to the assistance of her consort, the utmost exertions were made to put the *Hornet* in a situation for action, and in about three hours she was in complete preparation, but the enemy did not think proper to make an attack.

The conduct of Lawrence towards his prisoners was such, as we are proud to say, has uniformly characterised the officers of our navy. They have ever displayed the liberality and scrupulous delicacy of generous minds towards those whom the fortune of war has thrown in their power; and thus have won by their magnanimity those whom they have conquered by their valour. The officers of the *Peacock* were so affected by the treatment they received from Capt. Lawrence, that on their arrival at New York they made a grateful acknowledgment in the public papers. "To use their own expressive phrase, 'they ceased to consider themselves prisoners.' Nor must we omit to mention a circumstance highly to the honour of the brave tars of the *Hornet*. Finding that the crew of the *Peacock* had lost all their clothing by the sudden sinking of the vessel, they made a subscription, and from their own wardrobes supplied each man with two shirts and a blue jacket and trousers. Such may rough sailors be made, when they have before them the example of high-minded men. They are beings of but little reflection, open to the impulse and excitement of the moment; and it depends in a great measure upon their officers, whether, under a Lawrence, they shall ennoble themselves by generous actions; or, under a Cockburn, be hurried away into scenes of unpremeditated atrocity.

On returning to this country Capt. Lawrence was received with great distinction and applause, and various public bodies conferred on him peculiar tokens of approbation. While absent the rank of post captain had been conferred on him, and shortly after his return he received a letter from the secretary of the navy, offering him the command of the frigate Constitution, provided neither Captains Porter or Evans applied for it, they being older officers. Captain Lawrence respectfully declined this conditional appointment, for satisfactory reasons which he stated to the secretary. He then received an unconditional appointment to that frigate, and directions to superintend the navy-yard at New York in the absence of Capt. Ludlow. The next day, to his great surprise and chagrin, he received counter orders, with instructions to take command of the frigate *Chesapeake* then lying at Boston, nearly ready for sea. This appointment was particularly disagreeable to him. He was prejudiced against the *Chesapeake*, both from her being considered the worst ship in our navy, and from having been in a manner disgraced in the affair with the *Leopard*. This last circumstance had acquired her the character of an unlucky ship—the worst of stigmas among sailors, who are devout believers in good and bad luck; and so detrimental was it to this vessel that it has been found difficult to recruit crews for her.

The extreme repugnance that Captain Lawrence felt to this appointment induced him to write to the secretary of the navy, requesting to be continued in the command of the *Hornet*. Besides, it was his wish to remain some short time in port, and enjoy a little repose in the bosom of his family; particularly as his wife was in that delicate situation that most calls forth the tenderness and solicitude of an affectionate husband. But though he wrote four letters successively to the secretary, he never received an answer, and was obliged reluctantly to acquiesce.

While lying in Boston roads, nearly ready for sea, the British frigate *Shannon* appeared off the har-

bour, and made signals expressive of a challenge. The brave Lawrence immediately determined on accepting it, though conscious at the time of the great disparity between the two ships. The *Shannon* was a prime vessel, equipped in an extraordinary manner, for the express purpose of combating advantageously one of our largest frigates. She had an unusually numerous crew of picked men, thoroughly disciplined and well officered. She was commanded by Captain Broke, one of the bravest and ablest officers in the service, who fought merely for reputation.

On the other hand, the *Chesapeake* was an indifferent ship, with a crew, a great part of whom were newly recruited and not bro't into proper discipline. They were strangers to their commander, who had not had time to produce that perfect subordination, yet strong personal attachment, which he had the talent of creating wherever he commanded. His first lieutenant was sick on shore; the other officers, though meritorious, were young men; two of them mere acting lieutenants; most of them recently appointed to the ship, and unacquainted with the men. Those who are in the least informed in nautical affairs, must perceive the greatness of these disadvantages. The most earnest endeavours were used by commodore Bainbridge and other gentlemen of nice honour and sound experience, to dissuade captain Lawrence from what was considered a rash and unnecessary exposure. He felt and acknowledged the force of their reasons, but persisted in his determination. He was peculiarly situated; he had formerly challenged the *Bonne Citoyenne*, and should he decline a similar challenge it might subject him to sneers and misrepresentations. Among the other unfortunate circumstances that attended this ill starred battle, was the delay of a written challenge from captain Broke, which did not arrive until after Captain Lawrence had sailed. It is stated to have been couched in the most frank and courteous language; minutely detailing the force of his ship; and offering, if the *Chesapeake* should not be completely prepared to cruise off and on until such time as she made a specified signal of being ready for the conflict. It is to be deeply regretted that Captain Lawrence did not receive this gallant challenge, as it would have given him time to put his ship in order, and spared him the necessity of hurrying out in his unprepared condition, to so formal and momentous an encounter.

After getting the ship under way he called the crew together, and having ordered the white flag to be hoisted, bearing the motto, "Free trade and sailors rights," he, according to custom, made them a short harangue. While he was speaking several murmurs were heard, and strong symptoms of dissatisfaction appeared in the manners & countenances of the crew. After he had finished, a scoundrel Portuguese, who was boatswain's mate, and acted as spokesman to the murmurers, replied to captain Lawrence in an insolent manner, complaining, among other things, that they had not been paid their prize money, which had been due for some time past.

The critical nature of the moment and his ignorance of the dispositions and characters of his crew, would not allow captain Lawrence to notice such distasteful and mutinous conduct in the manner he deserved. He dared not thwart the humours of men over whose affections he had not had time to acquire any influence, and therefore ordered the purser to take them below and give them checks for their prize money, which was accordingly done.

We dwell on these particulars to show the disastrous and disheartening circumstances under which captain Lawrence went forth to this battle—circumstances which shook even his calm and manly breast, and filled him with a despondency unusual to his nature. Justice to the memory of this invaluable officer requires that the disadvantages under which he fought should be made public. The particulars of the action may be found in a subsequent page.

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