

Copy of a letter from Com. Campbell to the Secretary of the Navy, dated Savannah, 29th March 1815.

Sir,
My respects to you of the 18th inst. made you acquainted with my having dispatched a gun-vessel to Cumberland, for the purpose of recovering from admiral Cockburn the barge and dismantled gun-vessel taken at St. Mary's. I have now the honour to enclose the report of sailing-master John Hulburd, whom I sent on this duty, which goes to prove a most flagrant violation of national rights, and an outrage committed on the flag of the United States.

I have the honour to be, with great respect, sir, your obedient servant,
HUGH G. CAMPBELL.
The hon. B. W. Crowninshield.

U. S. Gun vessel, No. 168.

Cumberland Sound, March 18, 1815.

Sir,

Proceeding with the despatch which you did me the honour to entrust to my care, I sailed from Tybee Bar, at 1 P. M. on the 16th inst. wind N. E. steering south, at half past 2 descried a sail in the S. E. quarter, which we soon found to be a ship standing N. N. W. about 40 minutes after, she fired a gun and hoisted her colours, the shot passing over our fore-gaff; our colours were hoisted, continued our course for a few minutes, then hauled up S. E. the wind having blown off the land all the preceding day, it was very smoky near the horizon. Several Russian and Swedish vessels having passed from Amelia for Savannah, she was taken for one of that description, until keeping away S. W. it was discovered that some of her gun-lock ports were open. We then lifted E. S. E. when another gun was fired: the shot past about the main rigging over the quarter. Heaving his vessel to on the starboard tack, hailed me by saying, "you damned rascal, if you don't lower your boat down and come on board immediately, I'll fire into you; I'll sink you God damn you." Seeing me in the act of taking in the square-sail, "why don't you heave to, God damn you, I'll sink you, I'll fire a broadside into you." As soon as I could be heard, I said, this is a U. S. vessel with despatches for adm. Cockburn. In the act of pronouncing the last words, a musket was fired at me, the ball passed near my shoulders, over the hand of the man at the helm, striking the water from 20 to 30 feet from the vessel. Putting the helm down, I again informed him of the character of the vessel, saying if you wish for further satisfaction, you are at liberty to send your boat on board. He said, "I don't care a d—n for the despatches nor adm. Cockburn either; God d—n them and the United States too; I'll fire a broadside into you and sink you if you don't lower your boat down and come on board, you rascal." Put about and ran close under the ship's lee, saying, "this is the U. States gun-vessel No. 168, with despatches for the admiral off St. Mary's; if you doubt her being what she appears to be, you can send your boat on board; I shall heave to, as soon as clear sufficient to lie to" which was done on the starboard tack. He then hailed, saying, "if you heave to on the starboard tack I will send my boat on board of you," at that moment discovered both his hands up, crying no, no, no, no; as if to prevent the firing of the quarter-deck guns and musketry—most of the men were in readiness to fire. Turning to me, says "God d—n you, come on board or I'll sink you—I'll fire thunder into you. I replied, "if you do, I shall return your compliments with lightning." At this time, I received, if possible, a greater flood of vulgar abuse than before. I have about, stood to windward of him, heaving to on his starboard quarter, with the larboard tacks on board; when a lieutenant came alongside, ordered me into the boat, saying, "if you do not go on board every one of you will be taken out and carried to Charleston." Go on board and tell your commander that I shall not lower my boat, nor shall an officer or man leave the vessel, but by force, sheving him the paper for adm. Cockburn. If you don't go on board, you'll be sunk as soon as I go on board; I advise you to go—I want advice," said I, "I have the orders of my government, by which I am governed, tell your commander that such trifling shall not pass with impunity." On the boat leaving us, the captain of the ship said, won't the d—

rascal come? then come alongside and let me sink him; I'll fire a broadside into him. On the boat's reaching the ship's side a gun was fired; the shot passing to leeward, through the mainsail, near the mast, cutting away one of the stays, going between the foremast and rigging; while he gave a full vent to his vulgar abuse, throwing down his speaking trumpet. Hitherto every order of mine had been obeyed with alacrity. I now saw every one of our little crew anxiously waiting the order to fire into the apparent enemy; but I considered that several valuable lives would in all probability be lost, and the flag struck at last. With my reduced crew it was hardly possible to escape from a vessel sailing nearly or quite as well as mine. Under these considerations I fired a gun across his bows, as the vessels were laying sunk the signals and haled the colours down. A lieutenant came on board to whom I made a formal surrender of the vessel; he observed, that he was only a lieutenant; "send an officer on board," I replied, the officers and men are your prisoners." He ordered me on board the ship. On my arrival on board the ship, I was met by the captain near the mainmast saying, this is his majesty's ship Erebus, Bartholomew, commander. "This is my sword," I replied, "that is the U. S. gun-vessel No. 168, which I surrender as your prize, myself officers and crew as your prisoners." He said again, "how dare you refuse to come on board his majesty's ship when ordered?" "I know not nor do I acknowledge any right you have to order me on board, or interrupt me sailing along the American coast. I shall, however, make a fair representation of this most flagrant abuse of power on your part to my government. Had I the crew that were attached to my vessel but a few days since, you should not have brought me on board without my first marking your vessel with a 32lb. shot, and I very much regret that I have not the command of a vessel of 20 guns, which would save the trouble of demanding satisfaction at a future day by taking it on the spot." He said, "I only wish to warn you off the coast, will you see my orders from the admiral to warn all vessels from the coast?" "As I am governed by the orders of my own government, I can have nothing to do with those of adm. Cockburn. He said, I thought you might be from the Cape of Good Hope. "You could not believe any such thing, when you see she has no quarter, has not the appearance of having been at sea any length of time; her boats not stowed as if to remain long at sea; nor could you suppose that were I from a long cruise I should run past the port of Savannah, thereby exposing my vessel to any British cruiser that might happen to be on the coast. He then said, upon my honour, I believe it was an accident, but I am sure the last shot would not have been fired if you had not been trying to run away from me. "You could believe no such thing, you saw both jibs to windward and the helm a-lee." He said, upon my honour I don't know whether it went off by accident or was fired, no orders were given to fire. After walking the quarter-deck for a few minutes, returning, he said, will you see my orders to warn all vessels off the coast. "As I have nothing to do with them I can have no wish to see them." If you think this will cause any dispute between the two governments, said he, I will return with you to the admiral and have it settled. "I replied, I do not feel myself authorised in my present situation, to receive any satisfaction you have in your power to offer for such a wilful insult offered to the U. States. I was then ordered on board, and to proceed with the despatches. When on board of the Erebus I saw about 20 negroes, and on the gun-deck looking up the hatch 13 black women, several of whom I had previously seen in the neighbourhood of St. Mary's. The ship mounted 20 32 pound carronades, and 2 long 18's on the spar-deck; had 20 ports independent of her bridle ports on the gun-deck. As her ports were all shut I could not ascertain what guns she had.—I am since informed that she is a rocket ship; she had all hands to quarters, nor were they piped down until I left her. I was detained about an hour and a quarter. My sails being torn or cut, came into port it blowing fresh, and the admiral under way, deli ered the despatches to capt. Hamilton of the Ceylon. The adm. ordered it sent out as per

signal. I have the honour to remain, sir, your's very respectfully,
JOHN HULBURD.
Com. Hugh G. Campbell.

THE SHIPWRECK.

Particulars of the shipwreck of the private armed schooner Surprise, of Baltimore.

New-York, April 3d, 1815.

At 10 A. M. got under way with a fair wind, bound to Baltimore, with the following officers, passengers, viz: Col. Brook of the army, Lieuts. Skinner, Rousseau, Cannon, Bell, and Latimer. Sailing Master Godfrey; Acting Surgeon Gordon; Midshipmen Ray, Boorman, Stallings, Wolbert, Stewart, Mosher, Rutter, and Sanderson; Masters Mates King and Jackson; Marshal, gunner; Davis, Boatswain; Wells, Carpenter; Ackerman, Sail Maker, and one hundred and thirty seamen. At 11 P. M. the pilot left us outside of Sandy Hook—we then squared away. At 4 P. M. the wind hauled to the south east, braced up on the larboard tack steering S. by W. 1-2 W. going at the rate of 5 knots. At 7 P. M. struck on the bar, about two or three miles distant from Manasquan Beach. We immediately took in all sail, hoisted out the boats, and carried two anchors astern, and made every exertion to heave her off, but without effect.—We then commenced lightening her, by throwing overboard the guns, shot, dry goods, ballast, &c. and starting the water.

At half past 11, all our attempts having proved ineffectual, it was judged necessary to cut away the masts. At half past 12 AM by her continual thumping she bilged forward and immediately filled. The vessel now lying on her beam ends, the wind encroaching, and every prospect of saving her having vanished, it became necessary to make every exertion to save our lives by boats and rafts. The boats were immediately ordered alongside. Colonel Brook, Captain Barstow and lady, Lieutenants Skinner, Rousseau, Cannon, Bell and Latimer; Midshipmen Boorman, Mosher, and Sanderson, and about 20 seamen, with one female, left the wreck. At half past 1, commenced burning blue lights and port fires as signals of distress, which were continued during the remainder of the night.

The day, which we most anxiously looked for, at length broke forth, when we found ourselves within 3 cables length of the shore amidst the breakers. We hoisted our jack as signal of distress, which was observed by a vessel to windward; she bore down within four miles of us, and then stood off. At 9 A. M. Midshipman Ray, Gunner Marshal, and John Reed, boatswain's mate, having caulked the only remaining boat with papers and pieces of blankets, left the wreck in her.

Having proceeded about 10 yards she swamped; by holding on to the boat they fortunately were thrown upon the beach by the surf. At half past 9, the wind hauled to the south and blew a heavy gale, making a tremendous sea to break over us every minute, at which time many were washed from the wreck and drowned. At half past 3, she went to pieces, leaving nothing but her deck and upper works, and these very much shattered. At 4 PM cut the cables, and she drove within 200 yards of the beach—at 6 P M got a line to the shore by binding it to a plank and throwing it overboard, by which means all the survivors escaped.

The subjoined is a list of those who were lost:

Mr. Ackerman, Sail maker; Mr. Cowan, 2d mate; Matthew Fango, Qr. gunner; Thos. Boyton, do. Peter Daniels, seaman; Isaac Jeffery, do. John Jackson, do. Solomon Jenkins, John Johnson, do. Simon Stmons, Wm. Chapman, do. William Thompson, Jonathan Frazer, Henry Vanlamp and William Robbins.—Total 15.

ANOTHER SHIPWRECK.

Extract of a letter from one of the crew of the Schooner Decatur, Captain Dougherty, dated Portsmouth, England, Dec. 3, 1815.

Dear Mother & Sister,

"Through the blessings of God I am safe landed in England after running a narrow chance of losing my life; on our passage from New-York to St. Barts, eight days out, we were upset in a hurricane and all hands lost except the captain, one man and myself. It was on Monday about 12 o'clock, we all went below in the cabin to get something

to eat, except one man who was on deck. We had nothing to eat since Saturday, the weather was so very bad we could get nothing cooked; we had not been below five minutes when she upset. The slide being over and we thrown into confusion we could not regain the companion-way before she filled with water, and four poor fellows drowned beside me, and I not able to give them any assistance and expecting every moment to share the same fate; but through Divine Providence I got safe out of the cabin, after remaining fifteen minutes after the poor fellows were drowned.—When I floated out I little expected to see the captain or any one else; but they were clinging to the side of the wreck. After I had regained the side she went over the second time and both of her masts went; her mainmast went close aboard and her foremast left about 4 feet, which we immediately made for, & remained lashed to the stump until Wednesday morning when it became a little more calm, we then unlashd ourselves to give us a little ease, for where the ropes were round our body you might lay your three fingers. I had nothing on but a shirt and trowsers; that morning we saw one of the poor fellows floating in the cabin and we directly hove him overboard for fear hunger should press us to eat him, and we got them all and likewise threw them overboard, not knowing how soon it might come to our turn for we had been almost four days without putting one mouthful in our mouths, either to eat or drink, but it pleased God to send to our assistance a British sloop of war on the Saturday following, which made the eighth day that we had had nothing to eat or drink. I lost every thing I had except my protection and a few small articles which I had in a belt around my waist; but I assure you I was very thankful for getting off the wreck with my life; when I shall get home God only knows, but I hope it will be next spring."

WASHINGTON, April 15.
Copy of a letter from Lt. Hoffman to the Secretary of the Navy, dated His Britannic Majesty's late ship Cyane, New-York, April 10th, 1815.

SIR,
I have the honour to inform you, that on the evening of the 10th of February last, while cruising of Madeira, the U. S. frigate Constitution fell in with H. B. M. ships Cyane and Levant, which she captured after an action of 50 minutes.

The Cyane is a frigate built ship mounting 34 carriage guns, viz. 22 32lb. carronades on her main deck, 8 18lb. carronades on the quarter deck, 2 18lb. carronades and 2 long 9's on the fore-castle, and from the best information I could obtain, carrying a complement of 175 men, commanded by Gordon Falcon, Esq. The Levant, mounting 21 carriage guns, viz. 18 24lb. carronades, 2 long 9's, and a shifting 12 pr. on the top-gallant fore-castle, with a complement of 150 men, commanded by the hon. George Douglass—both ships suffered severely, in spars, rigging and sails. The Constitution received but trifling injury, having only 4 men killed and 10 wounded. As to the loss of the enemy, I cannot possibly ascertain, but should presume it was very severe.

On the 9th of March, the Constitution with her two prizes in company, anchored off the Isle of May, (one of the Cape de Verd Islands.) On the 10th, at 5 p. m. got under way and made sail for St. Jago's, where we anchored at 10 45 a. m. 12th, at half past meridian discovered 3 sail in the offing—at 1 10 made them out to be frigates—at which time the Constitution made signal to get under way. At 1 20 cut our cable and made sail to the southward and eastward close on a wind.

At 1 30 the forts on shore commenced firing on us—at 2 the Constitution made signal to tack, which I did to the N. and W. at 2 5 the sternmost frigate commenced firing on us, and hoisted English colors, distant about two miles. At 2 20 lost sight of the Constitution and Levant, who were standing on a wind to the S. and E. The frigates in chase; at 2 5 lost sight of the enemy; at 3 heard a heavy cannonading which continued at intervals until half past 4; at sunset shaped my course for the U. States. For the further particulars of our cruise, I beg to refer you to capt. Stewart's official account on his arrival to the U. S.

I cannot conclude my letter without particularly recommending to your notice midshipman Joseph Cross

for whose unremitting attention and exertions I feel myself indebted, and he is a young man I think would do honour to a commission.

As to Midshipman James Delany and James F. Curtis, and the men I have under my command, words would be insufficient to express my gratitude towards them.

Very respectfully,
I have the honour to be,
Your obedient servant,
B. T. HOFFMAN.
The hon. B. W. Crowninshield,
Secretary of the Navy,
Washington.

Copy of a letter from Commodore Patterson to the Secretary of the Navy, dated New-Orleans, 17th March, 1815.

SIR,
Enclosed I have the honour to transmit for your information a copy of a letter from Lt. Thomas Ap Catesby Jones, giving a detailed account of the action between the vessels under his command and a flotilla of the enemy's launches and barges, on the 14th Dec. 1814 (which, after a most gallant resistance, terminated as stated in my letter of the 17 Dec. in the capture of our squadron.

The courage and skill which were displayed in the defence of the vessels and tender, for such a length of time, against such an overwhelming force as they had to contend with, reflects additional splendour on our naval glory, and will, I trust, diminish the regret occasioned by their loss.

I have the honour to be,
With great respect,
Your obedient servant,
DANIEL T. PATTERSON.
Hon. Benj. W. Crowninshield,
Secretary of the Navy.

New-Orleans, 12th March.

SIR,
Having sufficiently recovered my strength, I do myself the honour of reporting to you the particulars of the capture of the division of U. S. gun boats late under my command.

On the 12th Dec. the enemy's fleet off Ship Island had increased such a force as to render it no longer safe or prudent for me to continue in that part of the Lakes with the small force which I commanded. I therefore determined to gain a station near the Mahereaux Islands as soon as possible, which situation would better enable me to oppose a further penetration of the enemy up the Lakes and at the same time afford me an opportunity of retreating to the Petite Coquelles if necessary.

At 10 A. M. on the 13th, I discovered a large flotilla of barges left the fleet (shaping their course towards the Pass Christian) and I supposed to be a disembarkation of troops intending to land at that place. About 2 P. M. the enemy's flotilla having gained the Pass Christian, and continuing their course, the W. convinced me that an attack on the gun boats was their design. At this time the water in the lake was uncommonly low, owing to the westerly wind that had prevailed a number of days previous, and which still continued from the same quarter. Nos. 156, 162 and 163, though in the best channel, were 12 or 18 inches less water than the draught. Every effort was made to get them aloft by throwing overboard all articles of weight that could be dispensed with. At 3 P. M. the flood tide had commenced, and was under way, making the best of way towards the Petite Coquelles. At 3 45, the enemy dispatched boats to cut out the schr. Seahorse, which had been sent into the Bay of St. Louis that morning to assist in the removal of the public stores, which had previously ordered there, for a removal impracticable. I ordered preparations to be made for their destruction, lest they should fall into the enemy's hands. A few discharges of grape shot from the Seahorse compelled the three boats which attacked her to retire out of the reach of her gun, until they were joined by four others, when the attack was recommenced by the seven boats. Mr. Johnston having chosen an advantageous position near the bank, maintained a sharp action for near 30 minutes, when the enemy hauled up having one boat apparently much injured, and with the loss of several men killed and wounded. At 4 P. M. an explosion at the Bay, and after a large fire, induced me to believe the Seahorse was blown up, the public store house set on fire, which has proved to be the fact.

Enclosed you will receive the killed and wounded, and a correct statement of the force of the Seahorse, and the commencement of the action, with an estimate of the force to contend against, as acknowledged by the enemy, which is able you to decide how far the honour of our country's flag has been supported in this conflict.

With much respect, I have the honour to be, sir, your obedient servant,

(Signed)
TH. AP CATESBY JONES.
Lt. commd't U. S. Navy.
Capt. Daniel T. Patterson, Comd't U. S. naval forces N. Orleans.

Statement of the effective force of a division of the U. S. gun boats under the command of Lt. Commodore Thomas Ap Catesby Jones, on the 14th Dec. 1814. Gun-boat No. 5 guns, 35 men, Lt. Ferris commanding. Gun-boat No. 23, 5 guns, 39 men, Lt. Keever commanding. Gun-boat No. 156, 5 guns, 35 men, Lt. C. C. commanding. Gun-boat No. 162, 5 guns, 35 men, Lt. Spedden commanding. Gun-boat No. 163, 5 guns, 35 men, Lt. Spedden commanding. Total, 23 guns, 182 men. The schr. Seahorse, 12 pounder, and 15 men, commanded by Wm. Johnson, commander killed or wounded.

About 1 A. M. on the 14th, the enemy's vessels became unmanageable, and were obliged to anchor in the west end of Mahereaux island's passage. At daylight next morning, still a perfect calm, the enemy's flotilla was about nine miles from us at anchor, and soon got in motion and rapidly advanced towards us. The westerly wind, and the strong ebb tide which was setting through the Pass, rendered it but one alternative, which was to put my vessels in the most advantageous position, to give the enemy as warm a reception as possible. The commanders were all on board, and made arrangements in conformity with the orders of the day, which each vessel was to take, and to form a close line abreast across the channel, anchored by term with springs on the cables, thus we remained anxiously awaiting an attack for the advancing force I now clearly discerned to be composed of forty heavy launches and gun barges, with many light gigs manned with crews of one thousand men and more. About 9 30, the Alligator (tender) which was to the southward and eastward, and endeavouring to cut the division, was captured, several of the enemy's barges were blown up, and the whole of the enemy's flotilla, with their grapnels a little out of reach, apparently making arrangements for the attack. At 10 the enemy weighed, forming a line abreast in open order, and steering directly for our line, which was accurately in some degree broken by the force of the current, driving Nos. 156 and 163 about 20 yards in advance. As soon as the enemy came within reach of our guns, a deliberate fire from our boats was opened upon them, without much effect, the objects of so small a size. At 10 15 the enemy opened fire from the whole of his flotilla, when the action became general and destructive on both sides. At 10 49, the advance boats of the enemy, three in number, attempted to board No. 156, but were repulsed with the loss of nearly every man killed or wounded, and the boat sunk. A second attempt was then made by four boats, which shared almost a similar fate. At this moment I received intelligence that my left shoulder, which compelled me to quit the boat, leaving it in charge of George Parker, master's mate, was severely wounded, when the enemy by his superior numbers succeeded in gaining possession of the boat about 10 minutes past 11 o'clock. The enemy immediately fired the guns of his prize over our gun-boats and fired several shots previous to his striking the American colours. The action continued with unabating severity until minutes past 12 o'clock, when terminated with the surrender of No. 23, all the other vessels having previously fallen into the hands of the enemy. In this unequal contest our boats killed and wounded has been compared to that of the enemy, which amounts to nearly 400. Enclosed you will receive a list of the killed and wounded, and a correct statement of the force of the Seahorse, and the commencement of the action, with an estimate of the force to contend against, as acknowledged by the enemy, which is able you to decide how far the honour of our country's flag has been supported in this conflict. With much respect, I have the honour to be, sir, your obedient servant,