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HISTORY OF THE UNITED STATES MARINE CORPS

By

Major Edwin North McClellan.

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GETTING UNDER WAY

Chapter IV, Volume I,

History of the United States Marine Corps

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FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

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(McClellan, Hist.,U.S.M.C.,1st ed., I, Ch.4, p--)

IV.

GETTING UNDER WAY

Continental Congress was assembled in Philadelphia when it passed the historic Resolution of November 10, 1775, that brought the Corps of Marines into existence, and probably the most famous of all recruiting rendezvous established during the Revolution was that located in the Tun Tavern in that city. This once was a prominent hostelry on the East side of King (Water) Street, at the corner of a small thoroughfare that led down to the Delaware River, known as Tun (earlier as Wilcox's) Alley.[1] It was known and visited by persons of national importance from Boston to Georgia.

Captain Robert Mullen, proprieter of the Tavern, was a member of the Masonic Lodge, and Captain of a Company of Marines.[2] He had been admitted a member of the Masonic Lodge on March 29, 1762, and had been its secretary for a long time.[3] Recruiting was active in Philadelphia throughout the War.[4]

Recruiting for the Continental Marines was energetically carried on by Marine officers under the direction of the various Committees, Boards, and Agents that administered naval affairs during the Revolution, with Major Samuel Nicholas directly in charge and Captain Robert Mullen[5] as the leading recruiting officer for the greater part of the war. Marines from the very beginning

were volunteers.

The methods and plans of recruiting Marines were very little different from those used today. A recruiting rendezvous was established in each of the large cities and the Flag hoisted over it. All the means which ingenuity could devise were resorted to, for inducing men to enlist. Offers of prize-money, advance money, expense money, bounty money, pensions, and promises of ample grog rations, etc., was the lure presented as an attraction to those who were in a recruiting mood. Hand bills were used extensively to make public the recruiting propaganda. Glowing advertisements were also inserted in the newspapers.[6] Broadsides which cleverly recited the many advantages of the Continental naval service were displayed in sundry taverns.[7] The recruiters were directed not to enlist any deserter from the British Army, or any stroller negro, or vagabond, or person suspected of being an enemy to the liberty of America. No person who was not American born was to be enlisted unless such person had a wife and family and was a settled resident of the country.

Recruiting parties, attractively uniformed, preceded by drum, fife, and colors,[8] noised their way up and down the streets to excite a thirst for glory and a spirit of military ambition. Occasionally the party would stop and the officer would harangue the multitude

in order to excite their patriotism and zeal for the cause of liberty. How those Marines and that band of Marine "musics" did recruit! "Drumming up"[9] recruits had a real significance then, for look at the drum. With a diameter slightly larger than the snare-drum of today, it was about three times as long. Emblazoned on the drum was a coiled rattle-snake about to strike with the motto, Don't Tread on Me! under it. Noise! That drum, under the educated hand of the Marine drummer, was fulfilling its chief mission in life. The fifer, however, was making music as his drummer pounded out the accompanying color and emphasis. Crowds followed in their wake and they finally ended up at the rendezvous with a queue of patriots who thus early obeyed the command to "Join the Marines."[9]

Benjamin Franklin,[10] wrote that in December, 1775, in Philadelphia, he had "observed on one of the drums belonging to the Marines" - whose recruiters were raising two battalions - "there was painted a Rattlesnake with this modest motto under it 'Don't Tread on Me!'" He said, knowing it was "the custom to have some device on the Arms of every Country," that he supposed this design was "intended for the Arms of North America."[10] It is claimed by many that this device of the Marines was on the first flag that flew from the mastheads of our first ships of war.[11]

The Marine Band has its roots well embedded in the Revolutionary period. Of course there were the fifers, or whifflers as they were called, and drummers of Spottswood's and Gooch's Marines of 1740, but the Marine musicians date their beginning as of November 10, 1775, when Congress authorized a Corps of Marines consisting of two battalions, including drummers and fifers. The military band, as we think of it today, did not exist then in our armed forces. The fife and drum were the only musical instruments used in the American Army, Navy and Corps of Marines. If there were ten to fifteen of them, the group was called a band. Needless to say those early Marines in their native city of Philadelphia possessed as fine a band as any other military organization of the time. That "Fife and Drum Corps," the original Marine Band, played Yankee Doodle, Rural Felicity, Come Out Ye Continentalers, My Dog and Gun, On the Road to Boston, Rosylyn Castle, Pioneer's March, Funeral Thoughts, and Washington's March, with as much noise and melody as any other military band of the Revolution.

We may have heard good Fife and Drum Corps, but we cannot be sure that we ever heard one that was really as good as that of the Marines that swung through the streets of Old Philadelphia recruiting those Marines that helped to win the Battles of Trenton (Assanpink) and Princeton.

There in the year 1775, parading the streets of

Philadelphia and haunting the Old Tun Tavern on Water Street - their recruiting rendezvous - we have Marine "Musics" with those long drums and shrill fifes, giving America its first Marine Band. These drummers and fifers of the Marines served afloat in every important naval engagement of the Revolution and ashore with the Army in several battles, as at Trenton, Princeton and Penobscot.

Marine officers were also used extensively for recruiting personnel for the Navy. This is well illustrated by the works of Captains Matthew Parke and Edward Arrowsmith,[12] and Second Lieutenant Samuel Wallingford[13] of the Marines in recruiting the crew of the Ranger under the direction of John Paul Jones in the late summer of 1777, of Second Lieutenant Seth Chapin of the Providence at Plymouth, Mass., in 1776[14] and of Captain Elefelett Roberts for the Oliver Cromwell in 1776 and 1777.[15]

That men were allowed to leave the service by securing a substitute is shown by the record of Private John Caldwell of the Pennsylvania Boat Congress, who was discharged October 5, 1776, the records showing "got a man in his place."[16]

Of course there were some deserters from the Marine Corps and every effort was made to apprehend them. On January 9, 1776, Captain John Welch offered $2.00 reward for a deserter from his guard on the Cabot.[17] On November

11, 1776, Captain Robert Mullen offered a "reward of Four Dollars and all reasonable charges" for a deserter from "Captain Robert Mullen's Company of Marines lying in barracks at Philadelphia."[18] On the same date rewards were offered for deserters from Captain Samuel Shaw's Company in Philadelphia.[18] On September 29, 1779, Mullen offered $20.00 for a deserter "To be delivered at my quarters, the Corner of Pine-Street in Front-Street."[18]

The officers of our first, or Revolutionary Corps of Marines had simple habits - their manners plain and their intercourse frank and familiar. In their dress there was little aim at show and grandeur. Green was the distinctive color of the Continental Marines' uniform.[19] They wore small cocked hats without lace. In conformity with the universal fashion of the time, they all wore long hair, powdered, clubbed or cued, and dangling below the shoulder blade. Their dignity and sternness, when they aimed at any, was not before their countrymen, but before the enemy. In that relation they showed themselves men of great tact, and also of most indomitable spirit and courage.

Green coats with ample skirts turned back, white facings and silver foul-anchor buttons were worn by the officers. The coat had slashed sleeves and pockets and had buttons around the round cuffs. A silver epaulette was worn on the right shoulder. The waist coat was of

white material. The breeches were white and edged with green. Black gaiters were part of the uniform.[20,21] The buttons were of silver and carried a foul anchor.[22] A sword and other necessary equipment were carried.

The "regimentals"[23] of the enlisted man consisted of a "green coat with red facings;"[24,25] a green shirt;[21] a "white woolen jacket;" "light-colored cloth breeches;" "woolen stockings;" and a "round hat with white binding."[24,25] His buttons were of pewter and carried a foul anchor.[26] While in European waters, John Paul Jones dressed his Marines in the English uniform - red and white instead of the green as prescribed by the Marine Committee.[27]

The exact number of officers[28] and men[29,30] serving in the Corps during the Revolution is not known. Many lists of officers have been prepared but they are all incomplete.[31]

Through their recommendations to Congress the countless boards, agents, committees, etc., in charge of Naval affairs virtually selected almost all the Marine Officers. A few officers were appointed by the American representative at Paris and possibly by Pollock at New Orleans;[32] but all received commissions signed by the President of Congress. The rank of the Continental Marine Officers was the same as officers of similar commissions in the land service or Army,[33] but "all sea officers of the same denomination" took "rank of the officers of the Marines."[34] Marine Officer

received the same character of commissions as did the Army and Navy officers.[35] Samuel Nicholas was the "oldest officer of Marines."[36] He "entered into the service in the capacity of a Captain of Marines,"[37] being commissioned as such on November 28, 1775,[38] and received the first commission in the Continental Naval Service known of today. Isaac Craig was the first Lieutenant of Marines appointed, his commission being dated November 29, 1775.[39]

Marines performed all sorts of duty. They performed expeditionary duty;[40] with necessary officers they were detached for service on board the armed vessels of the United States by the highest authority of the nation; participated in important landing parties from naval vessels;[41] were ordered to do duty in forts;[42] were detached for service with the Army during the period when they fought in the Battles of Trenton and Princeton;[43] and when so detached they were subject to the Rules and Articles of War prescribed for the government of the Army; performed artillery duty with the Army;[44] guarded enemy prisoners;[45] acted as guards at naval stations ashore; went to the Indian-infested forests of Pennsylvania and brought out masts for the frigates of the Navy;[46] acted as officer-couriers[47] and Continental Express Riders;[48] and in addition to their own recruiting, they also assisted in that of the Navy.[12,13,14]

The principal duty in this war, of course, was service on board the ships of the Navy but they were or-

ganized as well as trained for expeditionary service under naval jurisdiction. The strength of the Marine Guards varied considerably. The thumb rule which determined the strength was that there should be one Marine for each gun on the ship,[49] but this rule had many exceptions. The frigates carried about sixty Marines but the duties expected of the various ships, such as expeditionary and landing, frequently caused a considerable increase in the strength of the Marine Guard. Boarding and repelling boarders and the close range at which Naval battles were fought made the musketry fire of the Marines an important factor of the combats.[50]

But the regulars or Continental Marines were not the only Continental Marines serving under the authority of Congress. There were those who were appointed and enlisted in Europe for the vessels of John Paul Jones' squadron, and other ships such as the Boston and Dolphin.[51] Many of these Marines were French[51] and of other nationalities.[52]

In addition to these Continental or Federal Marines there were the thousands who served on the privateers,[53] sometimes called "Gentlemen Sailors,"[54] "Gentlemen Seamen," or "Gentlemen Volunteers,"[55] but generally by their proper designation of "Marines."[56,57]

On board the Privateers, the Marine was a very high type of man and fighting was his only duty.[58] When the

United States Schooner Revenge was captured by the British privateer Belle Poole the American prisoners were ordered to Portsmouth Prison in England, and one of the "Gentlemen Sailors" of that vessel was discovered to be a woman.[59] There were also those who were attached to vessels of the State Navies.[60] And there were those who were detailed from the Army to act as Marines on particular occasions.[61]

The duties of the Marines on board ship consisted of sentry duty at important posts throughout the ship and of duty at advantageous spots such as the tops where the expert shots were used to great advantage. Cooper wrote that the Marines were "strictly infantry soldiers" who were "trained to serve afloat; and their discipline, equipments, spirit, character, and esprit de corps, are altogether those of an Army."[62]

"The Marines impart to a ship of war, in a great degree its high military character. They furnish all the guards and sentinels; in battle they repel, or cover the assaults of boarders; and at all times they sustain and protect the stern and necessary discipline of a ship by their organization, distinctive character, training, and we might add, nature."[62] There was probably not a naval engagement fought during the Revolution in which the musketry fire of the Marines was not an important factor, and as "boarders" and in repelling "boarders" they distinguished themselves. While the Marines at times manned

the great guns "their proper weapons" were "the musket and bayonet."[62]

In addition to forming the Marine Guards of the various Naval vessels, Marines were detailed ashore to act as guards at the various Naval stations and camps. The Marines had a barracks in Philadelphia, except during the periods when that city was occupied by the British, and at one time they had a camp at New York.[63] Various kinds of special duty were also performed.

On November 23, 1775, the "Committee for fitting out four armed, government vessels" laid before Congress "a set of Rules for the Government of the American Navy, and Articles to be Signed by the Officers and Men Employed in that Service." They were debated by paragraphs on the 25th and 28th of November, 1775, and after slight amendment the "Rules for the Regulation of the Navy of the United Colonies" and the articles to be signed, were agreed to on the latter date. A few of the provisions of those old rules are worthy of notice. These rules limited punishment by commanding officers to "twelve lashes" with "a cat of nine tails," with the right to apply to the commander-in-chief to have the accused tried by "court-martial" if the offense deserved a more severe punishment. The "Articles of War" were to be "hung up in some public place of the ship" and to be read to "the ship's company once a month." They provided

that Marine officers should sit on all courts-martial. These regulations provided for the pay of Marines and also for prize money to be given Marines. The Articles to be signed referred specifically to Marines.[64]

Marine officers, as above stated, if they were available, sat on all Naval courts-martial and courts of inquiry.[65] An instance of this was at the trial of Abraham Whipple, on May 6, 1776, Captains of Marines Samuel Nicholas and John Welch and Lieutenant of Marines Matthew Parke being members of the court-martial.[66] A "Regimental Court-martial" "ordered by Major Samuel Nicholas," composed of Captain Robert Mullen, President, and Lieutenants James McClure, Abel Morgan, William Gillmore, and Hugh Montgomery, sat "at Philada. Barracks on the 24th November 1776" and tried Private Henry Hasson.[67] A third example was in the court-martial which tried Quartermaster Robert Towers of the Bon Homme Richard for mutiny on July 28, 1779. He was found guilty of sedition by a court of 13 members including Captain Peter Landais, Lieutenant Colonel Wuibert, Richard Dale, and the following Marine Officers: Captains Matthew Parke and Edward Stack and Lieutenant Maurice O'Connell.[68] Another example of this was the sitting of "Lieut. of Marines Samuel Pritchard" as a member of a "Court-Martial" of which Captain John Barry was President, which tried Peter Landais for his alleged offenses at the time of the Bonhomme Richard-Serapis Battle when he commanded the

Alliance.[69]

The Articles for the Government of the Pennsylvania Navy provided that "no officer or private shall be tried a second time for the same offense."[70]

Later than November 28, 1775, Congress prescribed the rates of pay for the officers while the pay of the enlisted men was the same as the Army. A captain of Marines received thirty dollars a month; a lieutenant twenty dollars; sergeants eight dollars; the corporals, drummers and fifers, seven dollars and one-third; and the privates six dollars and two-thirds.[71] Marines ashore sometimes received allowances of wood and candles.[72] During such times as their ships were in port and not in condition to receive them on board, Captains of Marines, among other officers, were allowed four dollars a week subsistence.[72]

Congress carefully prescribed that the Marines would share equitably in all prize money,[73] and with regard to pensions[74] accorded them the same rights as provided for the Army and Navy. The Marines of the State Navies were also treated generously in regard to pay,[71] prize money,[73] and pensions.[74] Naval hospitals were also maintained.[75]

When vessels of the Continental or State Navies or privateers were captured by the enemy, the Marines serving on board them became prisoners of war and they suffered all

the privations and ignominy of prison life on board such prison ships at New York as the Whitby and Jersey. These two ships and others were anchored in Wallabout Bay, the present site of the New York Navy Yard. It is estimated that over ten thousand of our Americans from British prisons were interred at the Wallabout.[76]

Marines were also confined in prisons ashore in the Barbadoes.[77]

Many Marines were confined in the Forton Prison, located at Portsmouth, England,[78] and in the "Old Mill Prison" at Plymouth.[79]

Captain of Marines Robert Mullen, a prisoner on the "Jersey Prison Ship," N. Y., on February 16, 1781, wrote to Thomas Bradford, "Commissary of Naval Prisoners in Philadelphia," as follows: "I beg to acquaint you, that Mr. David Sproats, Commissary of Naval Prisoners here, has promised me that if you will order a person for me, he will set me at liberty, if you have a Marine of [or] officers in the Privateering Day [duty] , I beg you to send him immediately for me or let me know the reason I am forgot by you. If you have not a Marine officer, send Some Boddy, Else by his word he will let me go. I beg to hear from you. I remain your humble Servant."

The history of the Continental Marines covers a period of nine years, extending from 1775 to 1783. In general the War of the Revolution was fought under flex-

ible rules of union. The Articles of Confederation granted authority to appoint committees necessary to administer the general affairs of government under direction of Congress.[80] During the War, several organs of naval administration directed affairs of the Navy, including, of course, those of the Marines, since they were under naval jurisdiction except when detached to serve with the Army. These organs of naval administration had no powers independent of Congress since Continental Congress exercised both legislative and executive authority.[81]

The first of these was the Naval Committee, which was appointed and conducted naval affairs from October, 1775, to January, 1776, when it was succeeded by the Marine Committee. The Marine Committee was superceded by a Board of Admiralty in December, 1779. This Board of Admiralty was authorized by the Resolution of October 28, 1779. By this Resolution, "Marine Officers," among others, "attending upon or connected with, the Admiralty Department were required to observe the directions of the said Board."[82] The Board of Admiralty was discontinued early in July, 1781 and on September 7, 1781, an Agent of Marine was appointed. Between the discontinuance of the Board of Admiralty and the appointment of an Agent of Marine the Superintendent of Finance administered naval affairs, in the failure of the appointment of a Secretary of Marine, which office had been created by Congress.[81]

Now let us return to the blood and glamour of combat.

NOTES.
CHAPTER IV.

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1. John F. Watson in his "Annals of Philadelphia and Pennsylvania in the Olden Time," I, 464-465, 469-470, refers to the Tun Tavern as "Peg Mullen's Beef-Steak House." It was located on the east-side of Water Street on the south corner, or next the corner, of Tun Alley, also called Wilcox's Alley. Peg Mullen "was known and visited by persons from Boston to Georgia." Colonel Morris said that "it was the fashionable house of his youthful days. Governor Hamilton and other governors, held their clubs in that house - there the Free Masons met, and most of the public parties and societies. The Alley was called Mullen's which was on the south-east corner of the Alley - Carpenter's Wharf was at the same place." "An old gentleman, who remembers it and its vicinity, says that rump steaks, cut with the grain, and only one brought in at a time, was the order - always red hot and no detention. Mullen's Dock was the famous swimming place for boys more than one hundred appeared in the water at one time. The Dock extended from Morris' Stores towards Walnut Street." For meeting of first Masonic Lodge in America at Tun Tavern See Scharf & Westcott, Hist., Phila. III, 2063; See also Id, I, 232-233, 464-465, 469-470, II, 982, 995, III, 2063; The "Three Tons" or "Three Tun" Taverns should not be confused with the Tun Tavern. (Scharf & Westcott, Hist., Phila., I, 202-203; Watson, Annals of Phila. and Pa., III, 367); See also M. C. Gazette, September, 1921, 287; Leatherneck, May 2, 1925.

2. Pa. Archives, 2nd Ser., XV, 646; This information was ascertained from a book now in the Archives of the Hist. Soc. of Penna., (Philadelphia). This book was found at the residence of Nathan Sellers at Milbank, Upper Darby, Pa., in 1891; in it was kept the accounts of the Tun Tavern, minutes of the Masonic Lodge, Captain Mullen's Muster and Pay Rolls, and the "day book" accounts of Nathan Sellers, up to May, 1833. A note on the inside cover of this book reads: "Book found in 1891 in a box at 'Millbank' where it was probably deposited in 1838." See Phila. Bulletin, about April 2, 1898 and Phila. Public Ledger, February 26, 1896, for reference to this book.

3. "Roster of the Freemason's Lodge, Phila., No. 2, of the Moderns" (Article by Julius F. Sachse in Pa. Mag., XXXI, 26).

4. Pa. Archives, Series 2, XV, 646-647; Colonel Henry Babcock in a letter dated May 28, 1776, at Stonington, asked Congress for permission to "raise two battalions of Marines;" he expected "the rank of Brigadier General" for himself (Papers of Cont. Cong., Letter B, 78, II, 185); but Col. Babcock was regarded as insane and dismissed. (Amer. Arch., Series 5, IV, 1005, 1044, 1214); Surgeon William Adams, of the Navy, wrote from Philadelphia June 5, 1776, offering to resign as surgeon and raise a Company of Marines for one of the frigates (Amer. Arch., Series 6, IV, 714).

5. See Penna. Archives, 2nd Ser., XV, 646.

6. See Providence Gaz., July 25, 1778; Conn. Gaz., March 7, 1777; Greenwood, John Manley, 127, quotes the following call for recruits dated May 23, 1780 in the Boston Gazette: "That lucky and fast-sailing Continental frigate Deane is now preparing for sea, and will sail in 14 days.* * * Those who miss this golden opportunity, may, perhaps, never have another. * * * Come then, my brave boys, to the Rendezvous in Fore Street, where you will find your jolly companions, and receive greater advantages than in any private ship," etc.

7. See A rare broadside in Bolton, Private Soldier Under Washington, 46, designed to attract recruits to Ranger in summer of 1777; this broadside is published in Leatherneck, March 19, 1921, 3, and in Paine, Ships and Sailors of Old Salem, 72-73.

8. Let. July 2, 1777, Jones to Captain Park in John Paul Jones Papers; Belcher, First Amer. Civil War, II, 28-29; Fox, Rev. Adven. 156; Bolton, Private Soldier Under Washington, 38.

9. M. C. Builder, August 1, 1921, 3; Leatherneck, November 20, 1920; Let. John Paul Jones to Captain Matthew Parke, July 2, 1777; John Paul Jones on July 2, 1777, wrote Captain Matthew Parke at Providence, R. I., when he was recruiting for the Ranger, let. Captain Arrowsmith, for whom I obtained "his present commission," go "round with a drum, fife, and colours as often as may be proper." (John Paul Jones Papers, I, (1775-1777); See also Note 22; See Botta, Hist. of the War of the Independence of U.S. of America, I, 376 and Paullin, Navy Amer. Rev., 146, for bounties offered Army; Rev. Adventures of Ebenezer Fox (A Marine), pub. in 1838; The crew of the Hornet and Wasp were recruited at Baltimore, Md., in December, 1775. As was the custom, they paraded the streets with a lively

9. (Continued)
racket of fife and drum and exhorted all "gentlemen seamen and able-bodied landsmen who had a mind to distinguish themselves in the glorious cause of their country" to repair to the tavern rendezvous where they would be kindly entertained and receive the greatest encouragement. (Paine, Joshua Barney, 33-42; Paine, Ships and Sailors of Old Salem, 71; Rogers, New Amer. Biog. Dict. 38-39.).

10. Hamilton, National Flag, 69, reads: "The following account of this device, supposed to be from the pen of Benjamin Franklin, indicates fully why it was adopted, and will be found in American Archives, IV, 468; "Philadelphia, December 27, 1775. I observe on one of the drums belonging to the Marines now raising, there was painted a rattlesnake, '" etc.; "The yellow flag, with the rattlesnake in the middle, and the words underneath, Don't Tread on Me! the standard for the Commander-in-Chief . . . . was probably the flag referred to by Paul Jones in his Journal." (Hamilton, National Flag, 79, and See also 83); Communication signed "An American Guesser" in Bradford's Pa. Journal and Weekly Advertiser, December 27, 1775; Boston Gaz. and Country Journal, April 14, 1777; Greenwood, John Manley, xix-xxiii; Preble, Hist. and Origin of the Amer. Flag, I, 205-206, 212-216 quotes the foregoing matter, but doubts it was from pen of Franklin; Marine Corps Gaz., March, 1919, 60, March, 1922, 68; A.&.N. Chronicle, February 22, 1844; See Leslie's Illustrated Newspaper, September 28, 1861, for a Rattlesnake Flag; Leatherneck; A.&.N. Chron. and Scientific Repository, III, 82-90, January 18, 1844; the seal of the Revolutionary Board of War, and the present seal of the War Department carries a rattlesnake.

11. Gen. View, Rise, Progress and Brilliant Achievements Amer. Navy, October 20, 1827, 33; Wyatt, Commanders, 189, states J.P. Jones "hoisted with his own hands the first American flag that ever waved over the ocean;" John Adams and John Langdon both denied that John Paul Jones hoisted the first flag as he accorded that honor to John Manley. (Greenwood, John Manley, xiii-xvi); Greenwood, John Manley, xix-xxiii, wrote that when Hopkins fleet sailed from Philadelphia it flew the "Union Flag with thirteen stripes in the field" but refers also to the rattlesnake flag (and See also p. 80) but on pages 171-172 Greenwood wrote that on "November 10, 1775, Congress resolved that two battalions of American Marines should be raised,"

11. (Continued)
and "accordingly a small Marine Corps was organized in Philadelphia under Major Samuel Nicholas, and the popular device of a rattlesnake appeared upon their drums, and before the end of the year a naval standard (adopted probably by the Naval Committee of Congress) was raised upon the flagship of Esek Hopkins' small squadron; its field was yellow, with a rattlesnake depicted upon it, erect, coiled and in the act of striking;" Alexander McDougall wrote John Jay asking for a description of the Continental Colors, as the New York Committee of Safety was about to put into Continental Service a vessel which the Committee had equipped for the defense of East River. "Jay replied on March 23, 1776 that Congress had "made no order as yet concerning the "continental colours." Jay wrote he had "seen a flag designed for one" of the "armed vessels" on "which was extremely well painted, a large rattlesnake rearing his crest and shaking his rattles, with this motto 'Don't Tread on Me,' but whether this device was generally adopted by the Fleet I am not able to say, I rather think it was not." (Burnett, Let. Members Cont. Cong., I, 405; See also Corr. of Jay, I, 46, Let. to Jay, March 7; Preble, Hist., Amer. Flag, I, 212-216); John Paul Jones hoisted the "first American flag" the "pine tree rattlesnake flag, with its motto 'Don't Tread on Me.'" (Brady, Amer. Fights and Fighters, Series 43; See also Sears, Pictorial Hist. Amer. Rev., 331-332; Kerrick, The Flag of the U.S.); On August 13, 1778 Jones wrote to Franklin that he had faithfully and personally supported and fought the dignified cause of human nature ever since the American banners first waved on the Delaware." (Sands, Paul Jones, I, 116-118); "Jones was ordered by John Hancock and other members of the Congress to break the pennant on board the Alfred" on December 3, 1775 at Philadelphia. This was the "Pine Tree and Rattlesnake Flag," (Crawford, The Sailor Whom Eng. Feared, 50; See also Buell, John Paul Jones); Jones hoisted first flag, a "bunting showing a pine-tree on a plain white ground, with the words, 'Liberty Tree' and 'Appeal to God' prominently displayed. This flag was chiefly used until the adoption of the Stars and Stripes." (Abbot, Naval Hist. U.S., 41-42); Jones hoisted "first American Naval flag on board the American frigate Alfred" off "Chestnut St. wharf, Phila., October 10, 1776" and this flag was 13 stripes (without field of stars) with the rattlesnake and motto "Don't Tread on Me!" (Sherburne, J.P.J., 379); See also Fisher, True Hist., Amer. Rev., 270; "Early in January, 1776" when "Hopkins reached the deck of the Alfred," John Paul Jones "hoisted a yellow silk flag, wearing the

11. (Continued)
device of a pine tree and a rattlesnake, with the motto, 'Don't Tread on Me!' This was the first flag hoisted on an American man-of-war. Another flag, which bore thirteen American stripes with the English Union Jack in the field, was also flung to the breeze." (James Barnes in Mentor, V, 1, April 16, 1917); Hamilton, National Flag, 79, 83, supposes that it was the Rattlesnake Flag that Jones hoisted and referred to by him in his Journal; "it was about this time," January 5, 1776, "that the first flag ever hoisted on an American war vessel was flung to the breeze and occurred when Esek Hopkins, the Commander-in-Chief of the squadron, was received on board the Alfred, his flagship."; Cooper, Lives of Distinguished American Naval Officers, II, 30-31, wrote that "Jones claimed to have been first to hoist the flag of 1775 on a national ship." John Paul Jones wrote: "I had the honor to hoist with my own hands the flag of Freedom, the first time it was displayed on the River Delaware." (Taylor, Life & Corr. John Paul Jones, 33, 211); In the early part of the Revolutionary war, the maritime flag seems to have been, either the coat of arms of the respective colonies under whose authority vessels were equipped, or to have depended upon the whim or fancy of the commanding officer. Thus, the brig Yankee Hero of Marblehead, captured after an obstinate engagement by the Milford frigate, bore a pine tree in a white field; and several fitted out from New York bore a black beaver. On the 9th of February, 1776, thirteen months after Manley had been scouring the ocean under authority of the colony of Massachusetts, "Col. Gadsden presented to Congress [of S.C.] an elegant standard, such as is to be used by the commander in chief of the American navy; being a yellow field with a lively representation of a rattlesnake in the attitude of going to strike, and these words underneath, 'Don't Tread on Me.'" This was doubtless the strange flag of which an English writer of that period speaks in the following words: "A Strange flag has lately appeared in our seas, bearing a pine tree with the portraiture of a rattlesnake coiled up at its root, with these daring words: 'Don't tread on me.' We learn that the vessels bearing this flag, have a sort of commission from a society of people at Philadelphia, calling themselves the Continental Congress." (Taylor, Life and Corr. John Paul Jones, 310-311; Sands, 1830, John Paul Jones, Appendix, 310-311); On February 9, 1776 Gadsden "presented the standard which was to be used by the American Navy, representing in a yellow field a rattlesnake of 13 full-grown

11. (Continued)
rattles, coiled to strike, with the motto: Don't Tread on Me!" (Bancroft, Hist., U.S., VII, 345-346; Sands, John Paul Jones, Appendix, 310, 311; Remembrancer, Pt. II, 1776, 241-242); "Jones had been the first to raise an American Flag on an American man-of-war." (Hart, The American Nation, IX, 316-318); Amer. Cath. Hist. Researches, New Series 3, 1907, 116, 121, that casts doubt on this incident; MacKenzie, Life of Jones, 21-22, says that it is believed that this flag "represented a pine tree, with a rattlesnake coiled at its root, as if about to strike."; J. Fenimore Cooper, Lives of Distinguished Naval Officers, II, 17-18, wrote that this flag was the "pine tree and rattlesnake, the symbols used by the colonies."; The Boston Gazette and Country Journal, April 14, 1777 states "the colours of the American Fleet have a snake with 13 rattles, the fourteenth budding, described in the attitude of going to strike with this motto, Don't Tread on Me;" Harper, Encyc. of U.S. Hist., III, contains summary of information about early flags; Spears, Hist. of Our Navy, I, 2, wrote that "John Paul Jones flung to the breeze the broad folds of the flag that bore as a symbol the picture of a rattlesnake coiled to strike, with the significant and appropriate motto Don't Tread on Me;" On page 46 of the same Volume Spears described the flag as "a great yellow silk flag bearing the picture of a pine tree with a coiled rattlesnake at its roots, and the impressive motto 'Don't Tread on Me'"; Spears also calls this the "first American naval ensign" though he states there was raised immediately after the "Grand Union Flag of the Colonies, a flag of 13 stripes, alternate red and white, with the British Jack in the Field"; The Black Prince which had been purchased and renamed Alfred (Spears, Hist. of Our Navy, I, 39) flew the "Continental flag" opposite Philadelphia on December 3, 1775; Remembrancer, Part. 2, 90-96; John Adams was thoroughly aroused over the claim of John Paul Jones that "his hand first hoisted the American flag," for Adams always credited John Manley with securing that honor. (Works of John Adams, X, 24, 29, and Austin, Life of Gerry, I, 100, both cited in Waite, Origin Amer. Navy); Jones and his Journal as published in R.C. Sands, Life and Correspondence, wrote that "My commission under the United Colonies is dated the 7th day of December, 1775, as First Lieutenant of the Alfred. On board of that ship, before Philadelphia, I hoisted the flag of America with my own hands, the first time it was ever displayed, as the Commander-in-Chief embarked aboard the Alfred." (Waite, Origin, Amer. Navy); Sands, (1830), John Paul Jones, 34-35, states that on board the Alfred "before Philadelphia, Mr.

11. (Continued)
Jones hoisted the flag of America with his own hands, the first time it was ever displayed, as the commander-in-chief embarked on board the Alfred," which according to Field, Esek Hopkins was early in January, 1776; as "Hopkins gained the deck" First Lieutenant "John Paul Jones hoisted a yellow silk flag bearing a 'lively representation of a rattlesnake'" and the motto Don't Tread on Me! (Field, Esek Hopkins, 98-99); R.C. Ballard Thruston, of Louisville, Ky., wrote the author on August 14, 1924, stating that Hopkins arrived at Philadelphia January 14, 1776, and when he went on board the Alfred, Jones "hoisted his broad pennant to the masthead," that "from the accounts of the design painted on the drums to be used by the Marine Corps, and from the descriptions of the flag presented by Col. Gadsden to the South Carolina Provincial Congress, on February 9th, I am strongly inclined to think that this broad pennant had a yellow field, and on it in natural colors a rattlesnake in the attitude of striking, and the motto Don't Tread on Me! - nothing else." When the Alfred was purchased by the Marine Committee, I do not doubt but that they hoisted some flag indicating the changed ownership. "The only reference to that which I consider at all authentic" is the letter dated December 20, 1775, to the Earl of Dartmouth stating that the "Continental Flag was hoisted over the Black Prince," re-named the Alfred. "The term 'Continental' flag was frequently used at that time referring to a sentimental, and not to a specific, design." I "do not believe that the Great Union Flag was in Existence on December 3d or 23d, 1775, when certain references hold that a flag was hoisted on the Alfred by order of John Hancock when Jones "took the members of Congress to show them this vessel then about ready to be put in commission;" See also Maclay, Hist. Navy, 38-40; Bancroft, Hist. U.S., IV, 393; Cooper, Hist., Navy, I, 88; Griffin, Commodore Barry, 5, 12; M.C. Gazette, March, 1919, 60, March, 1922, 68; Runk, The Birth of Our Flag; Hill, Twenty-Six Historic Ships, 10-11; Field, Esek Hopkins, 98-99; Emmons, Navy, U.S., 3; Hicks, Flag of U.S., 23; Preble, Hist., Flag, U.S.A., 212-213; Allen, Naval Hist. Amer. Rev., I, 92-93; Boston Gaz. & Country Jour. April 14, 1777, 2; Lossing, Amer. Rev., II, 638; Scharf, Hist., Del., I, 226; A.&.N. Chron., January 18, 1844, 82; February 22, 1844; Pa. Mag., XX, 116; Pa. Arch., 2nd Ser., XV, 658; Nav. Inst. Proc., XXXII, September, 1906, 878-879; Barnes, Fanning's Narrative, 107; Frost, Pict. Hist., Amer. Navy, 13; Watson, "Annals and Occurrences of N.Y. City & State in the Olden Time", 345; London Morning Chronicle, July, 1776; James, Sea Kings and Naval

11. (Continued)
Heroes, 106; Harper, Encyc. of U.S., Hist., V, 189; Maclay, Hist. of Navy, 38-40; Thurston, Nelson and Other Naval Studies, 192; Princeton University Press, The Princeton Battle Monument, 31; Tyler, Cyc. of Biog. Virginia, II, 141; Scharf & Wescott, Hist. of Phila., I, 303; Grosvenor & McCandless, The Flag Book, in Nat. Geog. Mag., XXXII, No. 4, 288-289, 294, 339; Edinburgh Ency., XI, 391-394; Phila. North American, February 8, 1907; Appleton's Mag., November, 1905; Watson, Annals of Phila. and Pa. in the Olden Time, 560; DeKoven, John Paul Jones, I, 89-92.

12. John Paul Jones secured Arrowsmith his commission (John Paul Jones Papers, I, letter Jones to Captain Matthew Parke, July 2, 1777); Jones to Capt. Edmond Arrowsmith, July 2, 1777, John Paul Jones' Papers, I; Letter, Jones to Whipple, July 3, 1777, (John Paul Jones Papers, I); Leatherneck, February 19, 1921.

13. Let. July 15, 1777, John Paul Jones to Lieut. Wallingford, ordered, that since he had been nominated "Lieutenant of Marines," he would enlist seamen to serve under Jones, etc.; D.A.R. Magazine, January, 1922, 32-33.

14. Fields, Esek Hopkins, 207-208.

15. Coll. Conn. Hist. Soc., VIII, 244-254.

16. Pa. Arch., Series 2, I, 269; Remembrancer, Part 2, 90-96.

17. Pennsylvania Evening Post, January 9, 1776.

18. Pa. Gazette & Weekly Advertiser, November 20, 1776; See also Pa. Gaz. & Weekly Advertiser, October 6, 13, 20, November 10, 1779, and November 17, 24, 1779.

19. Paullin, Navy Amer. Rev., 118.

20. American Archives, 5th Series, II, (Marine Committee, September 5, 1776); See also Paullin, Navy of the Amer. Rev., 117-118; Leatherneck, April 2, 1921; Naval Actions & History, 1799-1898, 19 (Paper by Rear Admiral George E. Belknap called "The Old Navy."); Up to the present date there has not been found any description of the device worn by the Continental Marines but from the earliest days of the Continental period, distinctive plumes, cockades, tassels, and epaulettes were prescribed and worn, and served to distinguish Marines from other military men; When Lieutenant Wallingford landed at St. Mary's Isle in 1778 he wore "a green

20. (Continued)
uniform," carrying white buttons with anchors on them, and a "blue greatcoat." (Letter Countess of Selkirk to husband, April 24, 1778, in "Letters and Doc. at St. Mary's Isle relating to John Paul Jones," 9, 33, 41, in Navy Library).

21. Minutes of the Marine Committee for September 5, 1776; Crawford, The Sailor Whom Eng. Feared, 44-45; The uniform as described on Sept. 5, 1776, by the Marine Committee is published in Sherburne, Life of Paul Jones, 28; also in Spears, History of Our Navy, I, 415-416; See also Watson, Annals of Philadelphia, II, 585; The Mag. of Hist., XXI, Nos. 2-3, 65; Greenwood, John Manley, 58; letter dated March 29, 1833, comdt. to Sec., gives this same description and Comdt. recommends adopt Rev. uniform; Letter March 30, 1833, Sec. Navy to Comdt., directs latter to go ahead. This uniform went into effect July 4, 1834; Maclay, History of the Navy, I, 38.

22. Leatherneck, April 2, 1921; There is a possibility that some officers wore flat yellow buttons bearing the impression of a rattlesnake and the motto "Don't Tread on Me!" (Greenwood, John Manley, 62-63).

23. Lieutenant William Jennison, jr., serving on the Boston wrote in his diary under date of May 13, 1778, that "Regimentals for the Marines and uniforms ordered by Congress were brought on board and distributed to all officers and men;" Lieutenant Jennison wrote that the following were "wanted for the use and service of Marines belonging to this ship: 40 green coats faced with white, 40 white waistcoats, 40 white breeches, the buttons for the whole to be a plain white, coats to be open-sleeved and a belt to every waistcoat;" Lieutenant Jennison was temporarily in command of the guard at this time as Captain Richard Palmes was in Paris. (Pa. Mag. of Hist. & Biog., XV, 101); This uniform described by Lieut. Jennison is not accepted as authoritative, that supported by Note 24 being more authentic. The uniform of the Maryland State Marines was a "blue hunting shirt" (Force, Amer. Arch., 4th Series, IV, 744-745; 5th Series, III, 94); The uniform of the Pennsylvania State Marines was a "brown coat faced with green letters 'l.P.B.' on the buttons and a cocked hat." (Pa. Archives, 2d Series, I, 234; The Mag. of Hist., XXI, Nos. 2-3, 65).

24. Pa. Gazette and Weekly Advertiser for November 10, 17 and 24, 1779; See also Pa. Gaz. & Weekly Advertiser, October 6, 13, 20, 1779.

25. Penna. Mag. of Hist. & Biog., XV,101.

26. Leatherneck, April 2, 1921.

27. Works of John Adams, III, 201-202; Naval Institute Proceedings, XXXVII, No. 2, 470.

28. For Lists of names of Marine Officers see D.A.R. Mag., January, 1922 and July, 1923; Amer. Cath. Hist. Researches, N.S., 3, 105-113; Paullin, Navy Amer. Rev., 158.

29. According to Schomberg, Naval Chronology, I, 420, 424, 436, 440, 452; II, 1, 36, 68, 124, 145, quoted in Clark, Naval Hist. of U.S., the strength of the British Marines during the Revolution was: in 1775 - 4,354; in 1776 - 6,665; in 1777 - 10,129; in 1778 - 11,829; in 1779 - 17,389; in 1780 - 18,779; in 1781 - 20,317; in 1782 - 21,305; in 1783 - 25,291; then in 1783 the year after the war - 4,495.

30. An estimate of their number would include those serving in the Continental or Regular Navy, the State Navies, the privateers, those detailed from the Army to serve on naval ships and those serving on John Paul Jones' and other squadrons in European waters. A conservative estimate of the number of regular or Continental Marines would be 5,000. There were over one thousand privateers commissioned, (Maclay, Hist. of Amer. Privateers, 506) which would call for at least 6,000 Marines. 1,000 would probably cover all the other classes. Thus there were between 12,000 and 15,000 Marines serving in the American Revolution; Paullin, however, in his Navy of the American Revolution, writes that "the number of seamen and Marines in the Continental Navy and Marine Corps is believed not to have exceeded at any time 3,000 men. (Paullin, Navy, Amer. Rev., 158).

31. Paullin, Navy Amer. Rev., 159; "The Admin. of the Continental Navy of the Amer. Rev.," pub. in Nav. Inst. Proc., XXXI, (1905), 648, says there was one Major, 31 captains and 91 Lieutenants but his list is incomplete; See D.A.R. Mag., January, 1922, and July, 1923.

32. Paullin, Navy Amer. Rev., 117.

33. Journal of Congress, October 30, 1776; Clarke, Naval Hist. of the U.S., (1813), 60; Pa. Gazette, November 6, 1776; Allen, Nav. Hist. Amer. Rev., II, 693; Boston Gazette and Country Gentleman, November 25, 1776;

33. (Continued)
See also Letter, John Paul Jones to Hopkins, September 4, 1776, published in Logs of the Serapis, Alliance and Ariel (Barnes), 129; Sherburne, Life of Paul Jones, 23-24; Clark, Naval Hist. of the U.S., II, 42; Commission of John Paul Jones as Captain dated October 10, 1776, contains the words: "We do strictly charge and require all officers, Marines and seamen under your command to be obedient to your orders as Captain." (Sherburne, John Paul Jones, 28-29); all commissions of Naval and Marine officers carried these words; Jones, Conyngham, 8-9 shows "Marines" in photograph of Conyngham's commission for Surprise.

34. Journals of Congress, November 28, 1775; Allen, Naval Hist. Amer. Rev., 693; Pa. Gaz., November 6, 1776; On October 28, 1779, Congress resolved that "all Navy and Marine Officers" attending or connected with "the Admiralty Department" are "to observe the directions of the said Board." (Mechlin & Winder, Gen. Navy Reg. & Laws, 225).

35. For commissions and relative rank see Letter, Joseph Hewes to Samuel Purviance, Jr., June 25, 1776, published in Burnett Letters of Members of the Cont. Cong., I, 509; A few officers received what were termed Brevet Commissions, as Stack, Macarthy and O'Kelly, who served on the Bonhomme Richard and William Nicholson. (Naval Rec. of the Amer. Rev., 180, 181; Library of Congress, C.C., 28, 141); On April 20, 1780 a form of commission was reported by the Board of Admiralty and adopted by Congress and among other provisions "Marines" under "your command" were ordered to be obedient." (Clark, Nav. Hist. of U.S., II, 68; See also John Paul Jones' commission in Sands, John Paul Jones, 39); The Rules and Regulations for the Penna. Navy provided that "all officers shall take rank from the date of their commission." (Remembrancer, Part 2, 167-169.).

36. Papers of Cont. Cong., 19, 5, pages 533; In the Archives of the Penna. Hist. Society (Philadelphia) filed "Am.10155, Vol. 2, p. 110" is a copy of the marriage certificate of Samuel Nicholas to Mary Coates (daughter of Thomas and Beulah Coates), March 15, 1726. They are Quakers and numerous witnesses signed, including Samuel Nicholas, Margaret Nicholas, Jno. Nicholas, Jane Nicholas, Ant. Nicholas and Mary Nicholas; Samuel Nicholas married a Miss Jenkins, at Friends Meeting, and had two sons, Samuel, Jr., and Charles Jenkins Nicholas. The former was the grandfather of Dr. J. Nicholas Mitchell of Germantown, who

36. (Continued)
died in 1924. Dr. Mitchell had in his possession the wedding certificate of Major Nicholas and his original commission as Captain of Marines, dated November 28, 1775. He also had a small miniature of the Major. Major Nicholas was a Philadelphian. Major Nicholas was a member of the "Patriotic Association of Philadelphia," in 1778, and was a charter member of the "Pennsylvania Society of Cincinnatorum," serving on the Standing Committee from 1785 to 1788. He died while comparatively a young man. On May 12, 1919, a Destroyer of the United States Navy was named in his honor. (G.O.466). The D.A.R. Mag., of November, 1922, 688, contains a query concerning "Major Samuel Nicholas, Marine Officer of the Rev., from Phila.; married Jenkins." Watson, Annals of Philadelphia, 466, contains a statement that "Mrs. Jenkins once kept a famous house in Market above Fourth Street; and the Conestoga Inn, by Major Nicholls in the same neighborhood, was quite military and western-men hotel." Naval Records of the American Revolution 1775-1788, 183, 186 (C.C. 32, 217; C.C. 78, 17, 301; C.C. 19, 4, 533), contains a memorial to Continental Congress by Major Nicholas and two reports by Committee of Congress. The Memorial dated August 10, 1781, recites that Samuel Nicholas had entered service on fleet of Commodore Esek Hopkins as Captain of Marines in 1775; details service since that date; in June, 1776 was made Major; as resolutions of the Admiralty prevented service of Major of Marines on smaller vessels than ships of the line, Nicholas had been kept from sea service much of the time and compelled to serve on land; requests Congress to do him justice as to pay and prize money under these circumstances; See D.A.R. Mag., June, 1921, 306; Irving, Papers, IX, 88, in the Pa. Hist. Soc., (Philadelphia) contains an indorsement on a letter of J. Duncan to Wm. Irving signed by Major Samuel Nicholas reading "Forwarded by your Humble Servant."

37. Nicholas to Congress, August 10, 1781.

38. D.A.R. Magazine, June, 1921, 306; Papers of Continental Congress, Samuel Nicholas to President of Congress, August 10, 1781; John Paul Jones was commissioned December 7, 1775. (Cooper, Lives of Distinguished Amer. Naval Officers, II, 16-17).

39. Pa. Archives, IX, 497-499.

40. Willing's Expedition to New Orleans in 1778-1779; Penobscot Expedition, 1779; See Chapter VI, Notes 150-165.

41. Twice at New Providence, Bahamas, in 1776 and 1778; at Whitehaven, England, and St. Mary's Isle, England, in 1778.

42. Journals of Congress, September 23, 1776; American Archives, Series 5, III, 209.

43. D.A.R. Mag., June, 1921; M.C. Gazette, September, 1921; Naval Institute Proceedings, November, 1923, 1848-1855.

44. Under Washington after Battles of Trenton and Princeton. (Journals of Congress, August 8, 1777); Papers of George Washington (Craig to Wash., March 18, 1779); Papers of Geo. Wash., Vol. 192:23887 (March 9, 1782); Life and Services of Isaac Craig; Pa. Archives, Series 2, I, 698-699 contains a letter showing Captain William Brown's Marines acted as artillery and that they had been "ill-used" in the Army; A certificate of Major Nicholas dated March 2, 1782 (Papers of Geo. Wash., XXXVIII, 25842) states that "Captain Andrew Porter, formerly of the Marines" did not "derive any pay as an artillery officer" more than was ordered, etc.

45. John Paul Jones Papers (Jones to Arrowsmith, July 2, 1777); John Paul Jones Papers (Jones to Whipple, July 3, 1777); Pa. Arch., Series 2, I, 437-438; Pa. Arch., V, 235; The Leatherneck, February 15, 1921; D.A.R. Mag. January, 1922, 26; Marine Corps Gazette, September, 1921, 288.

46. Letter, Board of Admiralty to Pres. & Council of Penna., September 7, 1780 (Paullin, Out-Letters of the Bd. of Admir., 1776-1780, II, 264-265).

47. 2nd Lieut. Ephraim Bill of the Confederacy carried lette dated May 22, 1780, from Bd. of Admir. to Nathaniel Shaw. (Out-Letters of Bd. of Admir., II, 199); the same officer carried $500,000. from the Marine Com. to the Commissioners of the Navy Bd. of the Eastern Dept. (Out-Letters of the Marine Com., Letter February 28, 1779 and March 12, 1779, II, 49-50, 54); Captain Richard Palmes carried warrants to the amount of $44,000.00 in favor of Mr. Daniel Tillinghast Cont. Agt. at Providence, R.I., from the Marine Com., to the Commissioners of the Navy Bd., of the Eastern Dept., the letter dated November 12, 1777, informing the Navy Bd., that "Captain Palmes having lost his Horse in the Road, and being obliged to purchase another as he informs us, and not being in Cash to defray his Expenses on his return - On his application we have advanced him 200 Dollars and taken his receipt therefor, duplicate whereof signed by him we inclose you in order that you properly settle with him, referring to you

47. (Continued)
how far he ought to be considered as to his loss. & charges." (Out-Letters of the Marine Com., I, 171; He also acted as Courier between the Boston and Paris in April, 1778; Life of Samuel Tucker, 93-94, 285; Log of Boston; Principles and Acts of the Revolution, 487; Works of John Adams, III, 119-120; When the Alliance arrived at New London, Conn., in May, 1782, from France, Captain William Morris, "carried despatches from Doctor Franklin to the American Congress then sitting at Philadelphia, at which place he resigned his commission as a Marine officer." (Pension Records); When the frigate Providence arrived at Nantes, France, May 30, 1778, Captain William Jones carried despatches concerning the treaty to the American Commissioners at Paris and left that city on June 11, with despatches from the Commissioners. (Biog. Cyc. of R.I., 155-156); The Mass. State Ship Mars arrived at Nantes, France, on September 10, 1780, and her commanding officer sent Captain of Marines William Tidmarsh express to Paris with the despatches for M. David and Mr. Adams" etc. (Mass. Mag., III, 265).

48. Out Letters of the Marine Committee, II, 1.

49. Cooper, Hist. Navy, U.S., I, 293; On August 15, 1829, Comdt. of M.C., in a letter to the Sec. Navy referred to this rule of a "Marine for each gun." In his Annual Report to the Secretary of the Navy, November 19, 1850, Brig. Gen. Comdt. Arch. Henderson stated: "During the last war with England, and previous to that our vessels had a private Marine to each gun."

50. "The effect of their fire, not only then, but in all subsequent conflicts, under those circumstances in which it could be resorted to, has usually been singularly creditable to their steadiness and discipline." (Cooper, Hist. Navy U.S., I, 295); See also Letter October 15, 1839, Comdt., M.C., Henderson, to Sec. Navy, in which he stated he "could point out two cases where the skill of our Marines' musketry has contributed greatly to the successful issue of actions at sea, the Serapis and Bon Homme Richard; Frolic and Wasp."

51. N.H. Genealogical Record, III, 1905-1906, 71; Life of Samuel Tucker, 93, 95, 96, 300, 342; See also Cooper's Hist. of Navy, I, 192-198; Let. June 15, 1779 of A. Gillon at L'Orient, pub. in S.C. Hist. & Gen. Mag., May 10, 1909, 131-135; Allen, Nav. Hist. of the Amer. Rev., II, 444-448; Maclay, in his Hist. of the Navy, 109, wrote that there were 380 inclusive of "137 Marine

51. (Continued)
soldiers;" Jones wrote De Sartine on August 11, 1779, regarding 137 Marines. (J.P.J. Papers, V); Lossing, American Revolution, II, 639.

52. After Captain Biddle has assumed command of the frigate Randolph in 1776, he entered "a number of British Seamen, who were prisoners of War, and who had requested leave to enter." (Oliver Oldschool, The Port Folio (New Series), II, October, 1809, No. 4, 289); Marines of Jason in 1779 were ex-British cavalry under Burgoyne (Greenwood, Captain John Manley, 109); "Ship Raleigh's Book" shows 17 French Marines enlisted in December, 1777. (N.H. Gen. Rec., III, 1905-06, etc.).

53. Called by some writers the "Volunteer Navy;" and by others the "Militia of the Sea." (Hart, The American Nation, IX, 289-292); Congress provided that "one third, at least," of privateers crew must be "landsmen" (Clark, Nav. Hist. of U.S., II, 73); Marines were expressly mentioned in a Continental privateer's commission for the Beaver dated March 6, 1778. (Greenwood, John Manly, 165-167); Commission of Gustavus Conyngham, commander of the Surprise in the service of the "Thirteen United Colonies of North America," signed at Baltimore by John Hancock on March 17, 1777, required "all officers, Marines and seamen" to obey his orders. (Outlook, January 3, 1903, 75; Barnes, With the Flag in the Channel, 156-157). For embargo on privateer recruiting See Note 95, Chap. VI; George Washington wrote: "Our rascally privateersmen go on at the old rate." (Wister, Seven Ages of Washington, 2); For law suit against John Paul Jones by owners of privateer Eagle see DeKoven, J.P. Jones, I, 133-136.

54. The "Gentlemen Sailors" went to sea, not as common seamen, but as "Adventurers," they were not assigned to the ordinary work of the seamen, "but formed a sort of Marine Guard, standing between the officers and the regular crew." (Maclay, Hist. of Amer. Privateer 7-8); British privateers carried Marines (Williams, Liverpool Privateers and Liverpool Slave Trade, Field, Britain's Sea Soldiers, I, 118,132).

55. See New London Hist. Soc., No. 1, 6, where "gentlemen volunteers" were invited to join the Revenge; See also New London Hist. Soc., No. 1, 1890-1894, 6, where in 1777 Capt. Joseph Conkling invited "Gentlemen Volunteers who desired to make their fortunes with ease and pleasure" to join her; If Isaac J. Greenwood, in his "Captain John Manley," 109, is accurate, some were British. He writes that the Privateer Jason (Manley)

55. (Continued)
sailed from Boston on June 21, 1779 "where he expected to take on board one of his officers, Lieut. Frost, and a number of men. Etymologists do not tell us whence or when the term 'Horse Marines' originated, but certainly on this occasion the majority of Manley's Marines had been cavalry under General Burgoyne, who was also Colonel of the Sixteenth, or Queen's Regiment, of Light Dragoons." "The same troopers who had exercised in the Old South Church."; See The Private Soldier under Washington, 47, asking "any Gentleman Volunteers" to enter Ranger; The privateers captured not only military supplies for our Army but other things. On April 17, 1780, George Washington, at Morristown, N. J., wrote General Heath that he had "just been informed that a privateer from Philadelphia had sent a Jamaica man into the Delaware with about 450 puncheons of rum." (Coll. Mass. Hist. Soc., IV, 5th Series, 157-159).

56. See Notes 53, 58.

57. The success of Mass. in privateering "was probably the greatest contribution of sea-board Mass. to the Common cause. 626 letters of marque were issued to Mass. vessels by the Cont. Cong., and some thousand more by the general Court." Preyed on enemy's commerce, intercepted his communications with America; "supplied the patriot army with munitions, stores, and clothing at Johnny Bull's expense." Privateering required speed. "The letter of marque ship General Pickering of Salem, Captain Jonathan Haraden, 14 guns and 45 men, * * * beat the British privateer Achilles of three times her size and armament off Bilbao, in one of the most gallant seafights of the Revolution." (Morison, Mar. Hist. of Mass., 30); "The distinction between the ships of the national navy and those equipped by the Colonies or even by private individuals was not closely drawn; and they acted jointly or severally as circumstances demanded." (Benjamin, Naval Academy, 18); Letter written from a Mass. seaport on May 16, 1779: "Privateering was never more in vogue than at present; two or three privateers sail every week from this port, and men seem as plenty as grasshoppers in the field; no vessel being detained an hour for want of them." (Va. Gazette, June 19, 1779, cited in Paullin, Navy Amer. Rev., 341); See Paullin, Navy Amer. Rev., 149; See also Gomer Williams, Liverpool Privateers, Chapter IV - Privateers of the American War of Independence; "As to the sea warefare in general, it is needless to enlarge upon the fact that the colonists could make no head against the fleets of

57. (Continued)
Great Britain, and were consequently forced to abandon the sea to them, resorting only to a cruising warfare, mainly by privateers, for which their seamanship and enterprise well fitted them, and by which they did much injury to English commerce. By the end of 1778 the English naval historian estimates that American privateers had taken nearly a thousand merchant-ships, valued at nearly £2,000,000; he claims, however, that the losses of the Americans were heavier. They should have been; for the English cruisers were both better supported and individually more powerful, while the extension of American commerce had come to be the wonder of the statesmen of the mother-country. When the war broke out, it was as great as that of England herself at the beginning of the century." (Mahan, The Influence of Sea Power Upon History, 344); A Quarter-Bill for a Liverpool privateer of this period shows the "First Marine Officer with 24 musketeers" on the Quarter-deck; and the "Second Marine Officer with nine musketeers," on the forecastle." (Williams, Liverpool Privateers, 3-4).

58. A "Privateer Commission" issued by Cont. Cong., on March 6, 1778, to the Beaver mentions "Marines." (Greenwood, Captain John Manley, 165-167); Nav. Inst. Proc., June, 1923, 960, 962; Maclay, Hist. of Amer. Privateers, 7-8, states that the "Gentlemen Sailors" were "not assigned to the ordinary work of the seamen, but formed a sort of Marine Guard." The common seamen were to do the real drudgery of ship work, while these privileged tars [Marines] were to be on hand when fighting was to be done."

59. Maclay, Hist. of American Privateers, 8.

60. Each of the Thirteen Colonies, except New Jersey and Delaware supported a Navy (Paullin, Navy Amer. Rev., 152, 315, 477), but New Jersey sent out four privateers (Maclay, Hist. of Amer. Priv., 216-217).

61. Washington's Fleets at Boston and New York; Arnold's Fleet on Lake Champlain, etc.,

62. Cooper, Hist. Navy U.S., I, 292-293; All Marines should read Cooper's "The Pilot," and also his "Red Rover."; See also Army & Navy Chronicle, November 21, 1839, 323; See also Stevens, The Story of Our Navy, 6.

63. Journal of Andrea Doria (July 12, 1776), in Neeser, Despatches of Molyneux Shuldham, 1776, 289 et seq., reading "sent ye Marines on board the Providence that we gott at New York to ye camp at York."

64. Journals of Congress, III, 364-378; See also Clark, Naval Hist. of the U.S., II, 108-118; These rules, which were in force throughout the Revolution, and which were re-adopted for the government of the New Navy under the Constitution (Paullin, Navy Amer. Rev., 46, citing Clark, Naval Hist. of U.S., II, 108) were drawn up by John Adams. (Paullin, Navy Amer. Rev., 46-49); See also Nav. Inst. Proc., republished in D.A.R. Mag., November, 1919; Bolton, Private Soldier Under Washington, 170, gives information regarding Articles of War.

65. On November 28, 1775, Congress adopted Rules for the Regulation of the Navy of the United Colonies and Articles to be signed by the officers and men. These Rules provided among other things, that a court-martial should consist of at least six naval officers, "with three captains and three first lieutenants of Marines, if there shall be so many of the Marines then present." (Journals of Congress, November 28, 1775, 381; Clark, Naval Hist. of the U.S., II, 108-118); John Paul Jones is said to have disapproved of Marine Officers sitting as members of courts-martial. (DeKoven, J.P. Jones, I, 167-170); See also Id., I, 339; No provisions were made for holding courts of inquiry. (See Clark, Naval Hist. of the U.S., II, 54); On February 8, 1780, the Resolution of May 6, 1778, concerning courts of inquiry and courts-martial was re-enacted. On November 20, 1781, Congress revived this law of February 8, 1780, which had lapsed with the passing of the Board of Admiralty. By this Law the Agent of Marine was empowered to constitute a court of inquiry with three officers; and to constitute a court martial with three captains and three first lieutenants of Marines, "if there shall be so many of the Marines then present;" Resolutions of Congress, June 12, 1782, provided that a court of inquiry or court-martial for capital cases would consist of five Navy and Marine officers, two of whom shall be captains; and for cases not capital, of three Navy and Marine officers, one of whom shall be a captain in the Navy; Pennsylvania Arch., 1776, IV, 770, carries a letter dated in 1776 from the "Committee" to the Commanding Officer of one of the Pennsylvania State warships reading as follows: "It has been represented to the Board that some officers of the ship undertake to chastize the Marines whenever they think them culpable, and as this is irregular and may be attended with ill consequence, you are required to give notice to all the officers of your ship that the Marines being under their own officers complaint should be made to them of any misbehavior, and that they are not to be insulted or abused, and if any officer presumes to strike one of them he must answer for it upon complaint before a court-martial."; On April 15, 1784, Congress resolved that no extra allowance should be made to Naval and Marine officers who had been employed on courts-martial in the State where they

65. (Continued)
resided, etc.; on April 11, 1787, Congress resolved that an allowance of three and a third dollars per day would be allowed for naval and Marine officers employed on courts-martial out of the States of their residence, etc.; See Remembrancer, Part 2, 163-169, for courts-martial of Pa. Navy; See also Wharton, Dip. Corr., II, 689.

66. Army and Navy Register, Washington, D. C., September 9, 1905, 27, republishing trial from the Providence (R.I.) Journal; On July 11, 1776, the Marine Committee reported to Congress that the charge against Captain Whipple amounted to nothing more than "a rough, indelicate mode of behaviour to his Marine officers," and recommended Captain Whipple "to cultivate harmony with his officers." (Paullin, Navy Amer. Rev., 133-134; also published in Pennsylvania Gazette).

67. Hasson pleaded guilty and was sentenced to 50 lashes for desertion and 21 for quitting guard. ("Book found in 1891 in a box at 'Millbank' where it was probably deposited in 1838," in Archives of Pa. Hist. Soc., (Phila.) under Robert Mullen's Muster Rolls).

68. John Paul Jones Papers, July 28, 1779; Calendar of John Paul Jones Papers, 98; Towers was sentenced to 250 lashes and sent to French prison as a prisoner of war.

69. Naval Rec. of the Amer. Rev., 1775-1788, 170, indexing the trial under date of November 20, 1780; DeKoven, John Paul Jones, II, 142, 472.

70. Remembrancer, II, 167-169.

71. Journals of Cont. Cong., November 23, 25, 28, 1775; Clark, Naval Hist. of U.S., II, 108-118; Pa. Gaz., August 14 and November 20, 1776; A Res. of Cong., November 15, 1776, provided that captains would receive $30.00 and lieutenants $20.00 monthly, while enlisted men would receive the same pay as in the land service; See also Sherburne, Life of Paul Jones, 30-31; Clark, Naval Hist. of the U.S., II, 44; Congress ordered that Marines serving in Arnold's Fleet, that fought the Battle of Lake Champlain in September, 1776, should receive additional pay of 8s. per month; See Journals of Congress, November 15, 1776; The Marines of Major Nicholas' Battalion while serving as artillery in Gen. Washington's Army, received "additional pay to make the pay of officers and soldiers of the Marines equal to the artillery." (Journals of Cont. Cong.,

71. (Continued)
August 8, 1777; Certificate of Major Nicholas to Congress, March 2, 1782); By Resolution of Congress on July 27, 1777, Marine officers received $4.00 a week subsistence in domestic ports during such times as the ships they belonged to were not in condition to receive them; the present allowances for heat and light were represented in the Rev., by allowances in kind of wood and candles. (Pa. Arch., 2nd Series, I, 720, 777); On January 8, 1780, the Board of Admiralty wrote to Congress with reference to the pay of fifteen Marines doing garrison duty who thought themselves entitled to the same allowances given the Army by a Resolution of Congress on August 18, 1779. (Papers of Cont. Cong., XXXVII, 173); See also Naval Rec. of the Amer. Rev., 1775-1788, 131; on January 24, 1780, Board of Admiralty recommended to Congress that pay of all naval officers not in actual service should cease and that officers should retain rank but deposit commissions with Navy Board until called into service, and on January 25, 1780, Congress resolved that the pay of all Naval officers except those in actual service should cease. (C.C. 37, 175; Naval Records of the Amer. Rev., 1775-1788, 132); Congress passed a Resolution on May 31, 1781, that made an equitable arrangement for pay, allowances and bounty, according to the current rate of exchange; on April 28, 1783, at Philadelphia, Captain James Nicholson, seven other Captains of the Navy, two lieutenants of the Navy, and four Marine Officers - Major Samuel Nicholas, Captain Joseph Hardy, Captain Robert Mullen, and Lieutenant Gordon Bill - signed a Memorial for "themselves and the absent officers, seamen and Marines," to Congress. The Memorial set forth that the "Memorialists at an early period of the late war, very cheerfully offered their services for the defense of the Right and Privileges of the said States, and that in a line, not less hazardous to their personal safety than that of their fellow citizens in the Army." That Congress had resolved on January 25, 1780, "that the pay of all officers in the Navy not in actual service should cease from that day, but that they should retain their rank, depositing their commissions" in the Navy Boards until "they should be called into actual service." Congress was therefore asked to "grant them such relief as may comport with a proper sense of the dangers and hardships which they have suffered, and fix their future establishment, when out of actual service, upon a more just and liberal footing than it is at present." (Papers of Continental Cong., No. 41, VII, folio 99). Journals of Continental Congress, May 16, 1783 (XXIV, 347) refers to this; Journals of Cont. Cong., August 19, 1783, XXIV,

71. (Continued)
516, states that the Committee to which this Memorial was referred reported the following Resolution: "That in settling the accounts of Officers of the Navy of the United States, the deficiency of their original pay occasioned by depreciation of the Continental bills of credit be allowed to all who were in actual service on, or at any time after the 10th day of April, 1780, for the time they respectively were entitled to pay conformably to an Act of Congress of the 25th of January, 1780."; See also Resolution of Congress, August 1, 1787; In August, 1775, Connecticut State Marines received £2 per month (Colonial Rec. of Conn., XV, 111-113); For pay of Marines on sloop Guilford of Conn. Navy See Coll. Conn. State Library, Hartford, XIV:120; See Id., IX:157a, 159a, for Sergeant Major on Oliver Cromwell; In December, 1775, Virginia provided that the pay of her Marines should be as follows: "A captain of Marines, six shillings, and a lieutenant, four shillings" and "a Marine, one shilling and six pence." (Hening, Statutes of Va., IX, 83); additional bounties and pensions were granted Virginia Marines in 1779. (Hening, Stat. of Va., IX); a bounty of $1,000.00 for enlistment was offered in May, 1780. (Hening, Stat. of Va., X, 296-299); North Carolina State Marines' pay was fixed in May, 1776, as follows: Captain of Marines £8 and Marines £2, 13s. 4d. (N.C. Col. Records, X, 352; but Southern Lit. Messenger, XXIV, 1-20, 134-148, 210-221, 273-285, states Captains received 6s. and privates 1s. and 6d.); on July 18, 1776, the Pennsylvania Committee of Safety resolved to pay the Marines on board the ships and Floating Battery 50s. per month from June 1, 1776. (Force, American Archives, I, 1297); On March 1, 1780, the General Assembly granted Marines in the Pennsylvania Navy, who were in actual service on March 13, 1779, and who should continue therein until the end of the War, half pay for life. (Laws of Pa., September 17, 1777 and March 1, 1780); in 1776 the pay of the Maryland Marines was the same as the land troops. (Scharf, Hist. of Md., II, 193; Amer. Arch., 4th Series, IV, 744-745; 5th Series, III, 94); in October, 1780, Maryland Marines were paid £2, 5s. a month and a bounty of 40 dollars. (Statutes of Maryland, October Session, 1780, XXXIV); See Papers of Cont. Cong., 37, 475, where the Naval Officers and Captain of Marines Gilbert Saltonstall of Trumbull memorialized Board of Admiralty regarding depreciation of currency received as pay.

72. See Pa. Arch., Series 2, I,771, for wood and candles; See Journal of Congress, July 21, 1777; Clark, Naval Hist. of the U.S., II, 48; and Sherburne, Paul Jones, 30-31, for allowances in port.

73. The earliest mention of prize money was in September 2, 1775 and later on October 16, 1775, on which dates George Washington issued instructions regarding the distribution of prizes captured by certain vessels of his fleet - one-third of all captured cargoes was given to the officers, bluejackets and Marines as an encouragement. (Waite, Origin of the American Navy, citing Force, American Archives, 4th Series, III, 633); A Resolution of Congress, October 30, 1775, provided that the masters, officers, seamen, and Marines of Washington's fleet should be entitled to one-half of the prizes taken by them, and the whole of warships and privateers, etc., (Boston Gazette & Country Gentleman, November 25, 1776); On November 2, 1775, Congress fixed the "encouragement" of the officers, seamen, and Marines, at "one-half" of all ships of war made prize by them, and "one-third" of all transport vessels; The Rules for the Government of the American Navy, adopted by Congress on November 28, 1775, and the Resolution of Congress on December 5, 1775 and January 6, 1776, provided that Marines should share in prize money; Journals of Congress, January 6, 1776, March 23, 1776, October 30, 1776, November 15, 1776, October 4, 1779, July 10, 1782, a Letter dated October 6, 1779 from Navy Board, Eastern Dept., to Marine Committee, Papers of Cont. Cong., April 23, 1777, all referred to prize money; a photograph of an order signed by John Paul Jones for prize money of a Marine named Nathaniel Cooke of the Alfred appears in Field, Esek Hopkins, 167-168; See Sherburne, Life of Paul Jones, 23-35; All the States possessing Navies including Pennsylvania, Massachusetts, Maryland and South Carolina, provided that their Marines should share in prize money; See also Greenwood, John Manly, 16; Congress was so anxious to induce Maryland and Virginia to send their galleys in an expedition to reduce East Florida that it offered the Continental share of captures to the captors. (Secret Journals of Congress, November 10, 1778).

74. The first pension so far known is that of Private Elihu Reynolds, who "was bruised in the right leg between two boats crossing troops from" Pennsylvania "to Jersey in December, 1775" while serving "in the Galley Service of the State of Pennsylvania," and was awarded $3.00 a month. (Pa. Archives, II, 757); Reynolds entered Franklin of Pa. Navy on December 14, 1775. (Pa. Arch., Series 2, I, 297); in Resolutions dated August 26, 1776 (Pa. Gazette, September 4, 1776) and October 30, 1776, Congress made provisions for the pensioning of Marines. Pension Records contain names

74. (Continued)
of many Marines who received pensions; the first of the foregoing Resolutions provided that all Army pensioners who were "found capable of doing guard or garrison duty, shall be formed in a Corps of Invalids, and "the officers, Marines and Seamen" who were pensioners "found capable of doing any duty on board the Navy, or any department thereof shall be liable to be so employed;" on September 17, 1777, an Act was passed for the relief of Seamen and Marines, who being in the service of the United States and residents of the State of Pennsylvania, should be disabled from earning a livelihood; On March 1, 1780, the General Assembly of Pennsylvania granted officers, seamen and Marines in the Pennsylvania Naval Service, who were in actual service on March 13, 1779, and who should continue therein until the end of the war, half pay for life. (Laws of Pennsylvania, September 17, 1777, and March 1, 1780); in May, 1777, the Connecticut General Assembly granted such pensions as were designated by the Continental Congress on August 26, 1776, and in imitation of the resolutions of Congress it granted half-pay to all officers, seamen and Marines in the Connecticut Navy who were wounded in action so as to be disabled from earning a livelihood, and a fraction of half-pay for lesser disabilities; See also Paullin, Navy of the Amer. Rev.; N.E. Mag., February, 1907, 714-724; In May, 1779, the General Assembly of Virginia provided that "disabled sailors [and Marines] and the widows of the slain were entitled to immediate relief, and an annual pension"; the State of Maryland on June 13, 1782, authorized that "officers and seamen [and Marines] who should lose a limb, or be otherwise maimed or hurt, were to receive the same benefits which the State should hereafter give to her soldiers in the Continental Army;" See Greenwood, John Manley, 167-170, for pensions; also Annals of Congress, 1818-1819, I, 79 for "Lieut. of Marines."

75. See The Southern Literary Messenger, XXIV, 19, which describes the hospital of the Virginia Navy, which was maintained by a monthly levy of nine pence from the sailors and Marines. John Paul Jones in a letter April 7, 1777 is said to have written: "And the necessity of establishing an Hospital near each Dockyard, under the care of skilful physicians is self-evident. (DeKoven, John Paul Jones, I, 184, 187).

76. Dandridge, American Prisoners of the Rev., 27, 90-91, 188, 237, 336, 357-358; General Jeremiah Johnson, who as a boy lived near Wallabout Bay in the Revolution, Note Book by; An unsigned statement in Southern Literar

76. (Continued)
Messenger in 1857; Ebenezer Fox, Book written in 1838, published in 1848; Moore, Diary Amer. Rev., II, 219-220, 461; Pennsylvania Packet, September 4, 1781; Weekly Reg., Baltimore, July 25, 1812, 350; Coggeshall, American Privateers, 342-343; Spears, Hist. of Our Navy, I,224; Ganoe, History of the U.S. Army, 38, mentions Whitby, Jersey, Hunter, Scorpion, Stromboli, and Good Hope; Watson, Annals and Occurences of New York City and State, II, 42, 328-337, mentions Whitby, Jersey, Hope and Falmouth; Tuckermay, Life of Talbot, 92-100; Abott, Naval Hist. U.S., 176; Bolton, Private Soldier Under Washington, 186-189; Paine, Joshua Barney, lambasts the Jersey and David Sproats; In cutting down the hill for the Brooklyn Navy Yard, they took up as many as thirteen large boxes of human bones; which, being borne on trucks under mourning palls, were carried in procession to Jackson Street on Brooklyn Heights and interred in a charnal-house constructed for the occasion, beneath three great drooping willows. (Watson, Annals and Occurrences of New York State and City, 328). American Marines escorted these remains on this occasion. (in Spring of 1808, Johnson to Wharton, March 31, 1808).

77. Dandridge, Amer. Prisoners of Rev., 187; Southern Literary Messenger, N.S., XXIV, 140; Div. Rec., Navy Library, Class 3, Area 7, 1777-1778 and Class 2, XD; See Force, Amer. Arch., 5th, III, 598, shows that Jacob Valentine was Marine Officer of Mosquito on November 8, 1776; See also Benjamin, Naval Academy, 18.

78. Livesey, Prisoners of 1776, a Relic of the Revolution, 23-205.

79. Hubert, The Prisoners of 1776; D.A.R. Mag., October, 1924, 625; Penna. Packet, May-June, 1782; N.E. Hist. & Gen. Mag., 1865, 74, 136, 209; The imprisoned Americans were confined chiefly at Forton Prison at Portsmouth and Mill Prison at Plymouth. (Paullin, Navy Amer. Rev., 267); Bolton, Private Soldier Under Washington, 186-189; See also Paine, Ships and Sailors of Old Salem, quoting Journ., Wm. Russel.

80. The Articles of Confederation gave us the name of "The United States of America," and described the resulting union as a "firm league of friendship." On June 11, 1776, Continental Congress resolved that a committee should be appointed to prepare and digest the form of a confederation to be entered into between the Colonies. A Committee, composed of one member from each of the Colonies, was appointed the following day. Considerable debate resulted when this Committee reported, and on November 15, 1777, a copy of the confederation was

80. (Continued)
made out, amended, and finally agreed to. It was then sent to the legislatures of the several states to act on. The form of ratification was adopted by Congress on June 26, 1778. On July 9, 1778, the confederation was ratified by New Hampshire, Massachusetts Bay, Rhode Island, and Providence Plantations, Connecticut, New York, Pennsylvania, Virginia, and South Carolina; North Carolina Signed on July 21, 1778; Georgia on July 24, 1778; New Jersey on November 26, 1778; Delaware on May 5, 1779; and Maryland in 1781; these articles authorized Congress to "build and equip a Navy"; to establish rules regarding captures on land and sea, and for the distribution of prize-money for prizes taken by the "land or naval forces;" and to grant letters of marque and reprisal in time of peace;" nine states of the thirteen were required to "agree upon the number of vessels of war, to be built or purchased, or the number of land or sea forces to be raised," or to "appoint a Commander-in-chief of the Army or Navy;" these articles also provided that "no vessels of war shall be kept up in time of peace by any State, except such number only, as shall be deemed necessary by the United States in Congress assembled, for the defence of such state, or its trade." See also Lossing, Hist. U.S., IV, 97; Paullin, Navy, Amer. Rev., 197-202; Spencer, Hist. U.S., II, 33; Bolton, Private Soldier Under Washington, 170.

81. Harper, Encyc. of U.S. Hist., 347-348; Paullin, Navy Amer. Rev.; Naval Inst. Proc., December, 1911, 1120-1121; "The first steps toward shifting the administration of the Navy to others than members of Congress were the appointment in November, 1776, of a board of naval experts in Philadelphia, and in April, 1777, of a similar board for the Eastern States, both to be under the direction of the Marine Committee." (Burnett, Letters of Members of the Cont. Cong., II, 211); The Marine Department had been offered to Alexander McDougall, who had commanded a privateer in the French & Indian War; but, as he was unwilling to resign his commission in the Army, the management of naval affairs was presently transferred to the Superintendent of Finance. (Hildreth, Hist. of U.S., III, 403-404).

82. Journals of Congress; See also Clark, Naval Hist. of the U.S., II, 65.

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AFLOAT AND ASHORE, 1776-1777

Chapter V, Volume I,

History of the United States Marine Corps

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FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

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V.

AFLOAT AND ASHORE, 1776-1777.

The day after Continental Congress authorized the raising of Continental Marines, the Marines of the South Carolina Navy were engaged with the enemy in their State on November 11, 1775,[1] and were rewarded by a vote of thanks by the South Carolina Congress.

Captain Simon Tufts, commanding the South Carolina Colony schooner Defence was ordered to cover and protect the sinking of four sand-laden hulks on the Bar of Hog Island Creek, so as to obstruct the passage of British war vessels through the Creek to Charleston. The thirty-five Marines of the Defence were commanded by Captain William Scott. Three of the hulks were sunk under fire of the British warships Tamar and Cherokee which were within gunshot. The Defence continued that night on the station and at daylight the 12th sank the fourth hulk, as the two enemy vessels fired their broad-sides at him. Captain Tufts reported that all "displayed the greatest cheerfulness, tranquility and coolness," and that no American casualties had resulted.

The South Carolina Provincial Congress, on Sunday, November 12, 1775, passed the first Resolution of thanks ever voted the Marines by a Congress when it "ordered that the thanks of the Congress be returned to Captain Tufts, for his spirited and prudent conduct" and "also to Captain William Scott, who acted as a volunteer in the command of

the Marines on board the schooner Defence; and that those gentlemen be requested to return the thanks of this Congress to all the officers and men who acted under their respective commands."[2]

The Chapter describing the Birthday of the Marine Corps has set forth how Congress by various resolutions enacted the legislation necessary to bring a Continental or Regular Navy into existence.

The Black Prince, owned by John Nixon of Philadelphia, early in November, 1775, was lying off Philadelphia.[3] She was the first ship bought by Congress for the regular or Continental Navy.[4] Dr. Solomon Drowne, at Philadelphia, wrote to his parents, on November 13, 1775, that the "Black Prince, a large ship," (later renamed the Alfred), and a schooner were being converted into warships at Philadelphia.[5] On December 6, 1775 a gentleman in Philadelphia wrote that "the Black Prince, a fine vessel, * * * carries a flag, * * * Two stout fast-sailing brigs, a 16-gun sloop just arrived from Rhode Island, * * * the Admiral and Commanders are all determined on, but not publicly known."

While the Naval Committee had selected or appointed Esek Hopkins on November 5, 1775[7] as commander-in-chief and the Committee no doubt had selected other naval officers, none of them were actually commissioned by Congress until December 22, 1775.[8]

On November 28, 1775, John Hancock, President of

Congress signed the commission of Samuel Nicholas as Captain of Marines.[9] He immediately opened a rendezvous in the Tun Tavern, Philadelphia, to recruit a Marine Detachment for the Black Prince (Alfred) to which ship he had been assigned.

The Black Prince was acquired by the Naval Committee as the Alfred of the Navy of the United Colonies late in 1775, and we know that on December 3, of that year the date the "Continental Flag" was hoisted over her.[10] Many authorities[11] hold that John Paul Jones was the First Lieutenant of the Alfred on this date and hoisted the "Continental Flag" over her. If he did, he did so before he claims to have been commissioned by Congress and before the date he himself claims to have hoisted the flag. John Paul Jones only states that he hoisted the flag on the date that "the Commander-in-Chief embarked on board the Alfred," which was early in January, 1776.

John Paul Jones himself only claims he was commissioned as Lieutenant on December 7, 1775.[12] However, he may have been on board the Alfred on December 3, 1775, when the "Continental Flag"[13] was hoisted on board her; but his Journal would seem to settle the matter when it states he was commissioned on December 7, 1775, and later hoisted the flag.[14]

There are references to a flag hoisted on December 22, 1775, by order of John Hancock, when Jones took the members of Congress to show them this vessel then about ready to be

put in commission but this is not based on any solid source.[15]

Esek Hopkins[16] received an appointment as Commander-in-Chief of the Navy from the Naval Committee on November 5, 1775, but this appointment was not confirmed by Congress until December 22, 1775. He arrived in Philadelphia the early part of January, 1776, in the sloop Katy, that was afterwards taken into the Continental service and renamed the Providence.[17]

The first fleet of vessels of the regular American Navy was that commanded by Commodore Esek Hopkins.[22] It was formed of the flagship Alfred (Black Prince), Columbus (Sally), Andrea Doria, Cabot, Providence (Katy or Catea),[23] Fly, Hornet, and Wasp.[24] On the Alfred were Captain Samuel Nicholas, First Lieutenant Robert Mullan, Second Lieutenant John Fitzpatrick, and sixty Marines;[25,26] on the Columbus were First Lieutenant John Trevett[27] and sixty Marines;[26] on the Andrea Doria were Lieutenant Isaac Craig[28] and thirty Marines;[26] on the Cabot were Captain John Welch,[29] Second Lieutenant James Hoard Wilson and thirty Marines;[26] on the Providence were Lieut. Peregrine Brown and twenty-eight Marines;[26] on the Hornet were Lieut. John Martin Strobagh[30,31] and about twenty Marines; the Fly and Wasp each carried about twenty Marines.

On January 4, 1776, Timothy Matlack, by order of the Naval Committee, issued positive orders, that "every officer in the Sea and Marine service and all the common men

belonging to each" ship immediately "repair on board" etc.[32]

The Alfred, Columbus, Andrea Doria, and Cabot "cast off from the wharf" at Philadelphia at 2:00 P.M., January 4, 1776 and dropped down the Delaware. The Providence and Fly joined.

Commodore Hopkins, having arrived in the Providence, went aboard his flagship, the Alfred, early in January, 1776.[18] As he reached deck, the Marine Guard under Captain Samuel Nicholas, rendered honors, and Lieutenant John Paul Jones broke out at the masthead a flag. Facts fail us when we attempt to obtain a description of this flag; but it has been generally stated that it was a yellow silk flag bearing a rattlesnake about to strike, with the motto "Don't Tread on Me!"[19] Numerous announcements have been made that this was the first flag hoisted on board an American man of war of the regular Navy but it would appear that the "Continental Flag" raised on the Black Prince (later Alfred) on December 3, 1775 should be accorded that honor. The "Grand Union Flag" was also displayed, either when Hopkins boarded the Alfred at this time, or shortly after.[20]

Owing to the ice it was not until January 17, 1776, that the fleet sailed. On that day they dropped down to Reedy Island.

These six ships finally sailed on February 11th flying both the "Grand Union"[21] and the "Rattlesnake" flags, and on the 13th were joined by the Hornet and Wasp[33] from Baltimore, inside Cape Henlopen, where the entire squadron anchored

until February 18, 1776.[34]

This squadron sailed from the Delaware in February, 1776 passing Cape Henlopen on the 18th, for a West Indian cruise.[35]

Arriving at Abaco on March 1, 1776 "after a very pleasant passage of fifteen days"[36] from Cape Henlopen, Hopkins decided to make a descent upon New Providence, in the Bahamas, for the purpose of capturing or destroying the "warlike stores"[36] located there. At Abaco "two small sloops" were "detained as transports to carry the Marines over to Providence."[36] The Squadron with these two transport-sloops sailed from Abaco for New Providence on March 3d.[37]

The Fly and Hornet had become separated from the squadron on February 19th and therefore did not participate in the capture of New Providence.[38] On February 21, the masthead of the Hornet carried away and she "bore away for some part of the continent;" the Fly followed the squadron and joined it on March 11th.[37]

A plan was formed to embark the Marines on board the two sloops keeping the men below until the vessels had anchored in the harbor close to the forts, when the Marines were to land and take possession.[39]

A landing party of two hundred Marines and fifty Bluejackets under the command of Captain Samuel Nicholas[40] was accordingly formed and embarked in the two sloops, on March 2d, the plan being to surprise the town. But the whole

squadron very injudiciously appeared off the harbor in the morning instead of remaining out of sight until after the sloops had entered.[41] Despite this, however, the sloops were sent in, with the Providence and Wasp covering the landing, on March 3, 1776.[36,38,40] This was the first landing of American forces on foreign soil and "the first occasion upon which any American flag floated over foreign territory."[42]

Captain Nicholas and his party landed on the east end of the Island at a place called New Guinea. The inhabitants were very much alarmed as they supposed the Americans to be Spaniards. As Captain Nicholas led his party toward the town he received a message from the Governor who desired to know what the presence of the Americans meant. Captain Nicholas sent a reply that the landing was for the purpose of taking "possession of all the warlike stores on the Island belonging to the Crown but had no design of touching the property or hurting the persons of any of the inhabitants,"[36] except in self defence. Captain Nicholas' party then marched forward to take possession of Fort Montague, a fortification built of stone half way between the landing-place and the town.[36] As the American force approached this fort it had to go around a deep cove with "a prodigious thicket on one side and water on the other."[36] Suddenly the fort opened up on the Americans but ceased fire after three 12-pounder shots had been fired.[36,43] Captain Nicholas sent "a flag" to the fort with the result that the

British spiked their guns and abandoned it. Upon occupying it Captain Nicholas found seventeen cannon (32, 18 and 12-pounders).[36]

The next morning, March 4th, at daylight, they pushed on and took possession of the Government House and Nassau (in which were 40 cannon).[36,44] "On this occasion, the first that ever occurred in the regular American Navy, the Marines, under Captain Nicholas, appear to have behaved with a spirit and steadiness that have distinguished the Corps from that hour down to the present moment."[45]

The Fly which, with the Hornet, had separated from the squadron on February 19th, rejoined at New Providence on March 11th.[37] The Marines re-embarked on board their ships on March 16th and Hopkins sailed homeward-bound from New Providence on March 17, 1776 - the day that the British evacuated Boston. He carried with him the Governor of New Providence and other officials as prisoners.[46] Sergeant of Marines Thomas Vernon Turner died on board the Andrea Doria on April 3, 1776.[37]

We have the same effect here as if there had been an "expeditionary force" of Marines on a fast sailing ship with the fleet. The combined Marine detachments formed a force of about 250 Marines which was available for expeditionary purposes. Hopkins was criticized for not carrying out his instructions and for other causes but the Marines successfully accomplished the mission assigned to them by the commander-in-chief.

The squadron[47] captured the British schooner Hawke off Long Island, April 4, 1776, and the next day took the British Boom Brig Bolton off Long Island.[48]

On the 6th of this month the first naval battle engaged in by an American squadron was fought when Hopkins' squadron engaged the British ship Glasgow, commanded by Howe, "between the mainland and Block Island in what is known as Block Island Sound, and in all probability off what is now Quonochontaug, Charlestown Beach and Matanuck."[49] Howe reported that the battle started by the Alfred when "a hand grenade was thrown out of her top."[50] The Glasgow escaped but lost her tender to the Americans. Captain Nicholas reported that he went to bed at midnight and at 1:30 a.m., he was awakened by the cry of "All hands to quarters!" "We were soon ready for action; the main body of my company, with my First Lieutenant, was placed in a barge on the main deck, the remaining part, with my Second Lieutenant and myself on the quarter-deck."[36] Second Lieutenant of Marines John Fitzpatrick, fell dead by the side of Captain Nicholas at the first broadside,[51] "shot by a musket-ball through the head. In him" wrote Nicholas, "I have lost a worthy officer, sincere friend and companion, that was beloved by all the ship's company."[36] John Paul Jones on the Alfred wrote that it was "surprising that we only lost the Second Lieutenant of Marines and four men."[52] Three Marines out of twelve stationed on the quarter deck of the Alfred were killed and of those stationed in the barg

two were wounded.

In this battle Second Lieutenant of Marines James Hoard Wilson and Privates Patrick Kaine and George Kennedy of the Cabot were also killed and seven Marines of the Cabot,[53] were wounded, four of them being James Trowden, Thomas Doyle, Christian Gosner and John Curtis.[53] One Marine was wounded on board the Columbus. Thus there was a total of seven Marines killed and ten wounded. The "drummer" of the Andrea Doria was wounded in the leg but it is not yet known whether he was a Marine or Bluejacket.[37] Howe reported that the British had "one man killed and three wounded by the musketry from the enemy."[54]

Most of the fleet returned to Providence, R. I., in time to celebrate the first Independence Day, on July 25, 1776.[37,55]

While Hopkins and his squadron were thus actively engaged in Southern waters there was another group of naval vessels gathering laurels in the North. We have already read of the formation of a squadron of naval vessels by Washington under the encouragement, financial and otherwise, of Congress.[56] On November 29, 1775, one of Washington's cruisers, the Lee, flying the Pine Tree Flag,[57] commanded by John Manly, captured the Nancy, loaded with war munitions.[58]

In March, 1776, the British sloop of war Otter made a demonstration with boats in the Patapsco River, which produced alarm in Baltimore. The Marines of the Maryland

warship Defence assisted in driving off the marauders and capturing five boats.[59]

The spirits of the public and of Congress were cheered by the news of the victory of the Lexington over the Liverpool's armed tender Edward, off the Capes of Virginia, on April 7, 1776. In this engagement which lasted "near two glasses,"[60] the Lexington had two killed, and four wounded including Sergeant Haslit of the Marine Guard, which was commanded by Lieutenant Abel Morgan. Captain John Barry reported to the Marine Committee that his officers, Bluejackets and Marines "behaved with much courage."[60] The Lexington had left the Delaware Capes late in January, or early in February, 1776, on the first real cruise made by a vessel of the American Navy.[61] It may better connect the history of this little brig, if we add here that she went to the West Indies the following October, and on her return was captured by the Pearl near the spot where the Edward had been taken. It was blowing fresh at the time and, after taking out of his prize a few officers, and putting a crew on board her, the Commander of the Pearl ordered her to follow his own ship. That night the Americans rose, and overpowering the prize crew, they carried the Lexington into Baltimore. The Lexington was immediately re-commissioned and in March of 1777 she sailed for Europe, where, as we will read later on, after considerable success, she was captured by the Alert.[62]

The Marines held a warm place in the heart of John Paul

Jones. He had faith in them and always carried as many as his vessels would permit. His first command was the Providence and a large Marine Guard served on it, when that vessel engaged the British frigate Solebay, when she outran the British frigate Milford, and in many other engagements. The Providence was so much faster than the Milford that Jones played with her, shortening sail and allowing her to gain. "Like a fat hound on the trail, who began to bark - to fire when a long way off,"[63] but with no damage to the Providence. John Paul Jones reported that the British captain excited his "contempt so much" by his continual firing at more than twice the proper distance, that when he rounded-to, to give his broadside, he ordered his "Marine officer to return the salute with only a single musket."[63] The Marines shared in the glory and in the more substantial prize-money resulting from the vessels captured by the Providence under John Paul Jones in this and his other cruises on the Providence and the Alfred.[64]

On the evacuation of Boston by the British in March, 1776, General Washington moved his headquarters to New York and organized his second fleet of war vessels,[65] consisting of the General Schuyler, General Mifflin, Lady Washington, General Putnam, and other vessels. Marines were stationed on all of these vessels. They also served on board the row-gallies Whiting, Crane and Shark of Connecticut[66] that joined this naval force of Washington.[67] These vessels engaged the enemy several times. The New

York State sloop Montgomery frequently cruised in their company. On August 3, 1776, the galleys made a spirited attack on the Phoenix and Rose in the Hudson.[68] The Crane had one man wounded; the Whiting, one killed and three wounded.[69]

On December 4, 1776, Victor Bicker, Jr., was appointed Lieutenant of Marines on the Congress of New York and directed to enlist 30 Marines to guard that vessel, the Montgomery stores, etc.[70]

The Potomac around Quantico was a very busy spot of water during the American Revolution. The few vessels composing the "Potomac Navy" as the Virginia State Navy of the Revolution was designated, frequently anchored in that vicinity. Dunmore's fleet sailed into the Potomac River about the middle of July, 1776. His larger ships were the Fowey, Roebuck, Mercury, and Otter. He carried havoc and destruction with him and among his many devastations was that caused when he landed near Aquia Creek, right below Quantico, burned the residence of Mr. William Brent, after looting it, and moved on up to Occoquan Creek.[71]

In the summer of 1776 the Committee of Safety of the State of Virginia was hard-pressed to obtain the necessary sails for the fleet of the "Potomac Navy." At this time a brig belonging to Doctor William Savage was lying in Quantico Creek. The Committee ordered that her sails be seized in order to outfit one of the vessels of the Virginia

Navy. Later in 1779 Doctor Savage entered a "grievance" and received compensation for the sails.[72]

The Marines in Philadelphia took part in the general celebration of National Independence on July 4, 1776, and "the grand demonstration" on the 8th of July.[69,73]

In April, 1776, the Andrea Doria went to the eastward and captured two armed transports carrying 100 Highland troops each,[73] one of which was retaken by the British.[74] On June 19, 1776, the Andrea Doria "got a Lieutenant and 17 private Marines from the Alfred."[75] Lieutenant Isaac Craig was her Marine Officer until about September, 1776.[76] Later in the year, the Andrea Doria, First Lieutenant Dennis Leary[77] having relieved Lieutenant Craig as Marine Officer, visited the Dutch port of St. Eustatius in the West Indies, arriving there on November 16, 1776.[78] Here the flag on the Andrea Doria received what has been called the first salute to an American flag by a foreign power.[77] This flag, of course, was not the Stars and Stripes. But it is claimed that about three weeks before this an American schooner had had her colors saluted at the Danish Island of St. Croix.[79] On her return voyage, the Andrea Doria captured the English Brig Racehorse[80] "after a very obstinate engagement in which the Andrea Doria had two men killed, some wounded" and some damage done to her. The Racehorse suffered more severely.[81] The Racehorse was sent into Philadelphia. The Andrea Doria arrived at Philadelphia late in December, 1776, just in time to allow her Marines to

assist Washington in his battles in New Jersey.[81] Lieutenant Leary received his share of the prize money.[82]

On May 8, 1776, a large number of Pennsylvania State Marines, as well as some Continental Marines, engaged the enemy. The Montgomery with thirteen armed boats and the fire vessel Aetna of the Pennsylvania Navy, on the Delaware had a long and well-contested struggle with the Roebuck and Liverpool[83] and their tenders. The Montgomery, the Continental ship Reprisal and floating battery Arnold remained up the river but the boats attacked the Roebuck and Liverpool at the mouth of Christaan Creek. The Continental schooner Wasp appeared and captured the brig. The British ships retreated.[83]

On June 17, 1776, the Connecticut brig Defence left Plymouth, Mass., Lieutenant Joseph Squire commanding her Marines.[84] Two British transports had beaten off the Massachusetts State ship Lee and three privateers. These two enemy ships then anchored in Nantasket Road. The Defence entered the harbor and captured these two transports and 200 British soldiers. The next morning the Defence captured a third British transport and over 100 soldiers. Thus did about 500 soldiers of the best corps in the British Army fall into American hands through the victories of the Andrea Doria and Defence.[85]

After evacuating Boston on the 17th of March, 1776, the British retired to Halifax and then appeared off Charleston, S. C., in June. The Americans held Fort Sulli-

van (now Fort Moultrie) on Sullivan's Island. The British attacked this fort on June 28th.[86] The Acteon got tangled up in the shoals, went aground and was destroyed by fire. "While she was on fire,"[87] narrated several present, "Mr. Milligen,[88] one of our Marine officers,[89] and a party of men, boarded her, brought off her colours, the ship's bell,"[87] sails and stores, etc.[90]

The command of Lake Erie engaged the attention of Congress in the summer of 1776. On July 11 of that year Congress directed the Commissioners of Indian Affairs in the Middle Department to "inquire what naval force on Lake Erie will be necessary to secure to the United States the command of the navigation of that lake." Unfortunately for the Marines no plans developed from these inquiries, for undoubtedly they would have been assigned an important mission in carrying them out.[91]

The Marines achieved distinction on fresh as well as salt water. On May 31, 1775, Continental Congress desired the New York Provincial Congress "to take effectual care that a sufficient number of batteaus be immediately provided for the Lakes."[92] Major-General Schuyler commanded the Continental forces in this region, including the naval force on the Lakes. In September, 1775, this consisted of a sloop, a schooner, two row-galleys, and ten "batteaus."[93]

About August 1, 1775, the New York Provincial Congress sent James Smith to General Schuyler to take command of the sloop Enterprise on the Lake.[93]

Smith either received or gave himself the title of "Commodore on the Lakes." He did not long hold this title for in March, 1776, Continental Congress appointed Major William Douglass of New York, "Commodore on the Lakes," a position for which General Schuyler had recommended Captain Jacobus Wynkoop of the same State.[94] Douglass did not enter upon his appointment and in May, 1776, General Schuyler, acting under orders of Congress, put the armed vessels under the command of Wynkoop.[95]

About the first of July, 1776, the American forces were driven out of Canada.[96] They retreated to the forts on the Lakes. The holding of Lakes Champlain and George, which were strategic parts of the line of communication between Canada and the Hudson now became a matter of vital importance.[97]

"The Americans, small as their flotilla was, still kept the superiority, obtained for them by Arnold's promptness a year before."[98]

On June 17, 1776, Congress ordered General Schuyler to build "with all expedition, as many galleys and armed vessels as, in opinion of himself and the general officer to be sent into Canada, shall be sufficient to make us indisputable masters of the Lakes Champlain and George."[99]

Towards the end of June, 1776, Brigadier-General Arnold had begun to exert an influence in naval affairs on the Lakes, and towards the end of July, 1776, General Gates appointed him to command the naval forces on the Lakes.

Wynkoop refused to yield to Arnold since he had been appointed by Congress. General Gates placed him under arrest and sent him to General Schuyler.[100]

By October 1, 1776, the force on Lake Champlain consisted of one sloop, three schooners, eight "gondolas" and four galleys.[101] Each of these vessels carried Marine Detachments, detailed from the Army.[102] A total of close to four hundred Marines served in this fleet.[103] But while they were of the Army they were always referred to as "Marines."[104] Among the famous characters who acted as Marines was Brigadier-General Cushing, who served as a Sergeant of Marines on board the galley Congress.[105]

Arnold, himself, although a soldier was originally a man of the sea,[106] and he experienced the same difficulty, as did the British naval service prior to 1664 and as did Washington in marining his fleet around Boston. He found out that soldiers unaccustomed to ships and untrained to the ways of the water, were not Marines. Arnold wrote that he had a "wretched motley crew in the fleet; the Marines the refuse of every regiment, and the seamen few of them ever wet with salt water." Many of his seamen and Marines were almost naked.[107] Arnold being a salty soldier thoroughly acquainted with sea-going life, labored industriously and intelligently with these soldiers and turned them into lake-going soldiers of such quality that he actually praised them after he had fought his famous battle later in the month.

The British fleet appeared off Cumberland Head, Lake Champlain, on October 11, 1776, and engaged the Americans.[108] During the night the Indians associated with the British harassed the Americans who suffered severely in this part of the engagement, known as the Battle of Valcour. For instance, all the "officers, excepting a Lieutenant and Captain of Marines were either killed or wounded" on the galley Washington.[109]

Arnold then retired toward Ticonderoga during the foggy night. About noon, the 13th, the British overtook and engaged the American vessels. After fighting for about "five glasses," Arnold decided to retire. Accordingly the Congress, carrying Arnold, supported by five gondolas, covered the withdrawal of the remaining vessels. He then ran his vessels ashore. As the Congress struck, the Marines jumped overboard, with their arms and accoutrements, and ascended a bank about 25 feet elevation, and formed a line for the defence of their vessels and flags, Arnold being the last man who debarked. The enemy did not venture into the cove, but kept up a distant cannonade until our vessels were burnt to the water's edge.[105] Arnold then started with his officers, crew and Marines for Crown Point. "He had ten miles of tangled wilderness between him and Fort Ticonderoga a wilderness full of savages, eager for scalps.[110]

"I reached Crown Point," wrote Arnold to Washington, "through the woods that evening and very luckily escaped the savages who way laid the road in two hours after we

passed."[111] Arnold then crossed the Lake at that point, proceeded to Ticonderoga, and resumed command of that part of his fleet that had escaped.[112]

Clowes wrote that thus "the little American Navy on Champlain was wiped out; but never had any force, big or small, lived to better purpose or died more gloriously; for it had saved the Lake for that year."[113]

On June 25, 1776, Congress made many promotions and placed "Samuel Nicholas at the head of the Marines with the rank of Major."[114,115].

Captain Samuel Nicholas was sent by Commodore Hopkins from the fleet then in Rhode Island to Philadelphia in June, 1776, with dispatches for Congress.[115] On his arrival he waited on John Hancock, President of Congress, who informed him that Congress had conferred a majority upon him on June 25, 1776, and directed him to report to the Marine Committee.[115] Upon reporting to this Committee, Major Nicholas requested orders to return to the fleet.[115] Instead of complying with his request, the Committee detached him from the Alfred and ordered him to duty in Philadelphia "to discipline"[115] four companies of Marines "and prepare them for service"[115] as Marine Guards for the frigates then on the stocks.[115]

Having thoroughly organized these four companies of Marines, Major Nicholas requested sufficient arms and equipment for them. Congress complied with this request by directing the Secret Committee on August 22, 1776,[30,116] to

deliver to Major Nicholas a number of muskets, sufficient to arm the Marines under his command in the city of Philadelphia It was only through the influence of Major Nicholas and his friends that he succeeded in having his battalion retain these arms for on August 29th,[117] Congress directed that the Secret Committee should provide the German Battalion with "proper arms" and if it could not otherwise do so it should use for this purpose the arms ordered to be put into the hands of the Marines.

By November, Major Nicholas had a well organized, well equipped and well disciplined battalion of Marines housed in comfortable barracks. Their health was well taken care of, for on November 4, 1776,[30] Congress directed Dr. Benjamin Rush "to take them under his care, and see them properly provided for."[30]

When General Washington was fighting his battles in the Fall of 1776, in the vicinity of New York, he requested reinforcements and on September 23, 1776,[30] Congress directed that two of the companies of Marines stationed in Philadelphia be ordered to march immediately to Fort Montgomery.[118]

In December, 1776, Washington's Army was in a precarious situation. Washington had repaired to New York after he had forced Boston to be evacuated in March, 1776, but only to receive severe reverses in his engagements with the British. Defeated in the Battle of White Plains, and losing Forts Lee and Washington, Washington started southward across the Jerseys with the British in confident pursuit and finally reached Trenton.

On December 7, 1776, at Trenton Washington wrote General Cadwalader a letter which included this paragraph: "The Marines, sailors, etc., from Philadelphia you will take under your care till a further disposition of them can be made, if necessary, letting me know in the meanwhile if they came out resolved to act upon land or merely to confine their services to the water only."[119]

On December 8th, Washington completed the crossing of the Delaware River with only a remnant of the Army with which he had left New York. Everything that could be used in the boat line was either destroyed or removed to a locality where the British could not use it for bottoms in which to continue the pursuit. A bridge was beyond their means so they sat down to wait for the river to freeze.[120] Washington's force was vastly diminished but still a living organism and around it American resistance again crystallized and hardened.[121] He appealed to Congress, then at Philadelphia, for reinforcements. In the meantime, Congress had adjourned to Baltimore, martial law had been declared, British propaganda had been strongly in evidence, and Congress had adopted a Resolution conferring upon Washington dictatorial powers for an extended period.

During Washington's successful retreat to the Delaware, the naval vessels, both Continental and State, and their Marines, were engaged in the very important work of controlling the Delaware.[122] The Muster Rolls of the vessels of the Pennsylvania Navy shows that there were about 250 Marine

serving on them at this time.[123] The Delaware River saved Philadelphia.[124]

The Hessians, having entered Burlington, N. J., on December 11th,[125] withdrew to Bustleton and later to Bordentown, upon which the Hancock and other warships of the Pennsylvania Navy fired into the town. The next day Captain William Shippin and his Marines landed from the Hancock at Burlington and threatened to burn the town as it was suspected that the Hessians were concealed there.[126] Finding that the Hessians had really withdrawn, the Marines returned aboard on the 17th.[127] Similar landings were made at other places. Captain Shippin prior to being a Marine officer, served as a naval officer in the Pennsylvania Navy;[128] but "in May, 1776, we find him in command of a company of Marines on board the armed boat Hancock (Captain Thomas Moore)."[129]

British propaganda had planted a dread of the Hessians in the minds of all Americans that was equal to that produced by the propaganda of 1914-1918 concerning the German acts.[130]

The Germans were on their way to the Capital of the Infant Republic; just as one hundred and forty-two years later they were goose-stepping their way to another Capital. History records that they arrived at the Capitals of both Republics - Philadelphia in 1776 and Paris in 1918 - not as victors but as captives. History also tells that American Marines were among those who so successfully blocked the

enemy advance in both instances.

The appeals of Washington did not go unanswered and among the troops reporting to him were about six hundred Continental and Pennsylvania State Marines.[131] This number was made up of Major Samuel Nicholas' Battalion of Continental Marines;[132] the Marine Guards of the Delaware,[133] Effingham,[134] Washington,[135] Virginia,[136] Andrea Doria,[137] and other vessels, such as possibly the Champion,[138] of the Continental Navy, and the Montgomery,[137] Hancock,[137] and other vessels of the Pennsylvania Navy.[139] There were also a few Marines of the Maryland State Navy warship Defence that answered the call.[136]

In a Memorial to Congress, Major Nicholas wrote that in December, 1775,? "the enemy having overrun the Jerseys, and our Army being greatly reduced, I was ordered to march with three of the companies to be under the command of His Excellency, the Commander-in-Chief."[140] Here we have the first instance where the regular Marines joined the Army and served as part of it. This service bears out the conclusions stated earlier, that the Resolution of November 10, 1775, brought into existence an organization - a Corps - of Marines for service both ashore and afloat.[56]

These three companies of Major Nicholas' Battalion were commanded by Captain Andrew Porter,[141] Captain Robert Mullen,[142] (and Lieutenants David Love and Hugh Montgomery)[142] and Captain Benjamin Deane.[143] Captain Isaac Craig served as Ad-

jutant.[144] There is a probability that Captain Samuel Shaw also served in this battalion.[145] The Marine Guard of the Andrea Doria[141-143,146] participated in these operations and it would appear that they were commanded by Lieutenant Dennis Leary. Captain James Disney[147] was probably in command of the Virginia's Marines.[148]

Captain William Brown[149] and his junior officer led the Marines of the Montgomery, who acted as artillery,[150] and Captain William Shippin,[151] those of the Hancock. The Marines of the Floating Battery Putnam also served under Captain William Brown in these operations.[152] Captain Thomas Forrest[153] who, up to about November, 1776, had commanded the Marines of the Arnold Battery of the Pennsylvania Navy,[154] changed his status to artillery officer and led Washington's Artillery at the Battle of Trenton.[155] It is quite probable that some of these Marines crossed the Delaware with Washington and fought in the first Battle of Trenton[146-155,156] while they all fought at Assanpink (Second Battle of Trenton) on January 2nd and at Princeton the next day.

The plan of Washington for the capture of Rall's Hessians at Trenton was comprehensive enough. He divided his forces into three divisions, each to cross the Delaware at a different place. One division under Cadwalader was to cross at Bristol and attack Von Donop at Bordentown.[137]

The second division under General Ewing was to cross

at Trenton Ferry. These two attacks were designed to prevent aid to Trenton.

The third division of 2,400 troops, with which Washington himself went, was to cross the river at McKonkey's Ferry (now Taylorsville) about eight miles above Trenton.[158]

Washington ordered the troops that he was to personally lead across the river "to parade back of McKonkey's Ferry,"[159] on the evening of Christmas Day. That they succeeded in crossing was due in no small measure to "Colonel John Glover's regiment of seafaring men from Marblehead, Mass." - called "Glover's Marine Regiment,"[160] - and the Continental,[161-162] Pennsylvania and Maryland Marines.[163] The Continental Marines in their green coats faced with red, light colored cloth breeches and round hats with white binding,[164] Glover's "sailors and fishermen, armed with rifles, clad in blue round jackets and trousers with large leather buttons attached;"[160] the Pennsylvania Marines in their brown coats, faced with green, cocked hats and the letters "1.P.B." on their buttons;[165] and the Maryland Marines in their "blue hunting shirts";[166] what a glorious opportunity for Marines and how they took advantage of it![167] The Marines of the Continental, Pennsylvania and Maryland Navies assisted in getting the Army across.[168]

It was 3:00 a.m., the 26th, "before all got over" the river.[169] General Ewing failed to cross at Trenton Ferry and General Cadwalader failed to cross at Bristol[170] but he "got part of his foot over; but, finding it impossible to

embark his artillery, he was obliged to desist."[171] After the "surprise" capture of the Hessians, Washington returned to Pennsylvania the same evening with his prisoners and captured artillery.[172] This success had a tremendous effect in raising American morale.[173] It had the same psychological effect that Belleau Wood had in the World War, as it dispelled the dread of the Hessian.

General Cadwalader's Division on the 27th crossed at Minnick's Ferry, about a mile above Bristol[174] and dropped down to Burlington.[175] The Maryland sailors and Marines performed excellent service in ferrying Cadwalader's forces over.[176] Here he was joined by the Marines under Major Samuel Nicholas,[177] Captains Isaac Craig,[177] William Shippin,[177] and William Brown.[177]

General Cadwalader learning that the Hessians were retreating sent out a small party to harass them, and with his main force pushed on to Bordentown, where he arrived at 2:00 p.m., the 29th, having marched on the River Road by way of Crooket Billet and White Hill.[177] He then advanced to Crosswicks. Here he received additional reinforcements and was able to muster about 3,000 men.

After the Battle of Trenton and before that of Princeton, Major Nicholas planned an expedition which promised to bring glory to the Marines. Hearing that the ex-sheriff of Monmouth, who had been appointed a lieutenant-colonel by the British, had imprisoned twenty Americans for refusing to join his band of Tories, Major Nicholas requested

the permission of General Cadwalader to go after him and bring him in. General Cadwalader on the last day of 1776 wrote to General Washington for authority to permit Major Nicholas to start on this expedition, but the Second Battle of Trenton (Assanpink Creek) and the Battle of Princeton intervened to prevent its accomplishment.[178]

General Washington having secured the Hessian prisoners on the Pennsylvania side of the Delaware, recrossed the river on the 29th and occupied Trenton. He was joined by the divisions of Cadwalader and Mifflin on the first day of 1777. On this date Cadwalader's division, that included the Marines, was at Crosswicks.[179]

On the night of January 2, 1777, the British advanced on Trenton from Princeton and sharply cannonaded Washington's position and were as sharply answered. The Battalion of Marines under Major Nicholas, and practically all the other Marines referred to in this vicinity, participated in this battle, claimed by many to be more important[180] than the first battle of Trenton on the 26th of December. It has been designated the Battle of Assanpink, the Second Battle of Trenton and the Cannonade at Trenton.

Cornwallis intended to attack Washington the following morning, - there was no hurry, he had at last run down the "Old Fox." Then followed one of the most surprising and brilliant maneuvers of the war. It was a simple one. Instead of again retiring across the Delaware, Washington

decided to get in behind Cornwallis, cut his communications, threaten the British base of supply and then, if a superior enemy arrived, retreat into the Jersey highlands. There he could keep an unbroken line as far east as the Hudson, menace the British in the Jerseys and probably force them to retire to New York.[181]

All through the night of January 2, 1777, the American camp-fires burned brightly and the British could hear what sounded like feverish work with spade and pick strengthening the defenses; but daylight exposed to the British eyes a deserted camp. Washington had carried his whole army by a round-about route to the Princeton Road and stood between Cornwallis and his base. A large number of American Marines including Nicholas' Battalion, Shippin's and Brown's companies, were in this Army and shared in the glories of Princeton. Nicholas' Battalion served in Cadwalader's Division[182] as did Shippin's Company, while Brown's Marines served in the Artillery. They all did a gallant share of the fighting,[182] shared in the losses and were commended.

Captain William Shippin was killed early in the action.[183] Captain Andrew Porter "received on the field in person the commendation of General Washington."[184] According to Captain Charles Wilson Peale, "some of Captain Shippin's men joined" his company and returned to Philadelphia with him.[185]

After the victory, Washington retired northward and made his headquarters at Morristown in north Jersey. He had

achieved his purpose; he had recovered practically the whole of the Jerseys; he had changed the face of the war.[181]

After the Battles of Trenton and Princeton the Marines accompanied Washington to his winter quarters at Morristown and while there Major Nicholas' Battalion served as Infantry up to about February 20, 1777.[186] They participated in several skirmishes.[187]

Then for a few months it served as artillery[186,188] in Washington's Army and received extra pay for such duty.[188] That such was so was made possible by the fact that practically all the officers and many of the men of the battalion had served on board ship and thus had the experience in manning the great guns of the naval vessels in action against the British. Some acted as escorts for prisoners taken at Trenton and Princeton. For instance, a list dated February 27, 1777, shows that Captain Robert Mullen escorted twenty-five British and Hessian prisoners of war to Philadelphia. He received his orders on February 20, 1777, at Morristown from "G. Werdon, Adjt. Gen.," to perform this duty.[189] When Washington reorganized his Army many Marines entered the artillery.[190] The remainder returned to their ships on the Delaware or to their stations in Philadelphia, and resumed their duties in connection with the Navy.

The Marines of the Connecticut State Navy warship Defense shared in a most unique victory when they overcome the Grog in March, 1777.[191]

The Reprisal arrived at Nantes, France, with Benjamin

Franklin early in December, 1776. The voyage was stormy, the sloop was chased, but eluded her pursuers successfully.[192] She was the first Continental vessel to reach European waters. Not far from the French coast she captured two small British brigantines and carried them into Nantes.[193] Captain Wickes shortly after sailed from Nantes on a cruise during which he captured "five sail." One of them was the packet Swallow which struck after a bloody 45 minutes. "We had one man killed and my First Lieutenant had his left arm blowed off by Our own gun while the Lieutenant of Marines was slightly wounded in the wrist," reported Captain Wickes on February 28, 1777.[194] The wounded Marine officer was Lieutenant John Elliott who "had a musket ball lodged in his wrist," according to a letter dated February 14, 1777, written to the American Commissioners at Paris.[194] Captain Miles Pennington commanded the Reprisal's Marines in this engagement.

The schooner Active (commanded by Captain Andrew Gardner) cruised in November and December, 1776.[195] Her Marine Officer was Lieutenant Samuel Hodgdon.[196]

A plan conceived by Robert Morris to attack English possessions in the West Indies, with an expedition under John Paul Jones in the Spring of 1777 called for an expeditionary force of Continental Marines. The expedition was to be formed of the Alfred, Columbus, Cabot, Hampden, sloop Providence, etc., and these vessels were to carry additional Marines for expeditionary purposes. Nowadays

those extra Marines would accompany the squadron in a transport. The mission of the expedition included the capture of war munitions at St. Christopher, to alarm Jamaica after passing along the south side of Hispaniola, capture of Pensacola, capture of British merchantmen in the Gulf, and placing St.Augustine under menace. Finally the squadron was to refit in Georgia or the Carolinas. The plan was never put into operation, however.[197]

In April and May, 1777, three galleys of the Georgia Navy, the Lee, Bulloch, and Congress, commanded by Commodore Oliver Bouch, assisted the Army in its unsuccessful expedition against East Florida.[198]

The Stars and Stripes were authorized by Congress assembled at Philadelphia, on June 14, 1777, and it was not long after that First Flag Day, if not on that day, that the Fife and Drum of the Marines followed the new flag through the streets of Philadelphia. "It is worthy to remark that the very day Congress ordered John Paul Jones to the Ranger, it adopted the Stars and Stripes as the flag of the Republic," and "one of the first things Jones did, on reaching his ship, was to hoist this new ensign." Cooper felt that Jones was not the first to fly the Stars and Stripes as it was not "reasonable to suppose that the first of the permanent flags was shown at a place as distant as Portsmouth," N. H.[199]

On July 4, 1777, the Stars and Stripes were hoisted on board the Raleigh at Portsmouth, N. H. George Jerry

Osborne was the commanding officer of Marines. As the Raleigh passed Fort Washington at Portsmouth, the State Flag saluted it.[200]

The first anniversary "of the Independence of the United States of America, was also celebrated in Philadelphia with demonstrations of joy and festivity. About noon all the armed ships and galleys in the river were drawn up before the city, dressed in the gayest manner, with the colors of the United States and streamers displayed. About one o'clock the yards being properly manned, they began the celebration of the day by a discharge of 13 cannon from each of the ships, and one from each of the 13 galleys, in honor of the thirteen United States."[201] In the afternoon an elegant dinner was given, attended by the President and supreme council, officers, etc. "The Hessian Band of Music, taken in Trenton, the 26th of December last, attended and heightened the festivity, with some fine performances suited to the joyous occasion." "Each toast was followed by a discharge of artillery and small arms, and a suitable piece of music by the Hessian Band."[201]

The Congress and Montgomery were burned in the Hudson to prevent their falling into the hands of the enemy.[202]

The frigate Boston was brought around into Boston Harbor on October 30, 1776, to be fitted out. The frigate was manned by about one hundred New Englanders and thirty English soldiers. Some French officers were on board and it is said that "a militia company acted as Marines."[203]

In 1777, the Boston, commanded by Captain Samuel Tucker, captured a British armed vessel, a frigate larger than the Boston.[204]

The Raleigh engaged the Druid on September 4, 1777. Captain George Jerry Osborne commanded her Marines. Among others Private John McCoy was wounded with a grape shot.[205]

Marines were on board the Brig Cabot in her engagement with the frigate Milford, in March, 1777,[206] Lieutenant of Marines John Carr joined the brig Lexington May 8, 1777, from the Cabot and was discharged from the Lexington on May 22, 1777.[207] The American privateer Rising Sun was captured by the Terrible on April 15, 1777 and her Marine officers - Captain Henry Fritze and Lieutenant Samuel Pritchett - and her enlisted Marines were committed to Forton Gaol;[208] the frigate Laveant took the Montgomery on March 8, 1777 and Captain of Marines Sewell Tuck was imprisoned in Forton Gaol.[208] Marines were on board the Trumbull on April 19, 1777, when two armed transports were captured; on the Hancock (Capt. Seth Baxter and Lieut. William Bubier) when the Fox was captured June 27, 1777;[209] were on board the Hancock and Boston when the former ship was captured bythe Rainbow and Victor;[209] were on the American Privateer Lexington when that vessel was surprised and captured by the Alert, on September 22, 1777, James Connelly her Lieutenant of Marines being killed;[210] were on the Reprisal,[211] Lexington, and Dolphin,[212] during the operations of these vessels in European waters in 1777; and were on

the Surprise and Revenge in the same waters.

One of the deep mysteries of the ocean is the complete and absolute disappearance of the Reprisal. About the middle of August, 1777, Captain Samuel Nicholson, U. S. N., arrived at St. Malo from Nantes, France, having learned that the Commissioners had acquired the frigate Deane, for him at the latter port. In August Captain Lambert Wickes, of the Reprisal, then at St. Malo, desiring to advance his junior Marine Officer, John Elliott, strongly recommended him to Captain Nicholson as the Marine Officer for the Deane. Lieutenant Elliott had "been in the service from the commencement of the Reprisal's being armed and behaved himself very well," wrote Capt. Wickes to the American Commissioners in urging that Lieutenant Elliott be commissioned on the Deane. On the same date Captain Nicholson requested the American Commissioners at Paris to send him a commission for Mr. Elliott as Captain of Marines for the Deane,[213] which they did.

Captain of Marines Miles Pennington, Lieutenant Elliott's senior on the Reprisal saw his brother Marine Officer leave the ship, with regret, but little imagined that Lieutenant Elliott not only secured a promotion thereby but also saved his life. The Reprisal sailed from St. Malo, France, September 14, 1777, and neither that vessel nor Captain of Marines Miles Pennington has ever been heard of again to this day.[214] Captain Pennington had a junior officer a volunteer Marine Officer whose name is generally

Leaving the ocean we will now view the situation at home. The British defeated Washington at Brandywine on September 11, 1777, and occupied Philadelphia on September 26th. Congress before adjourning to Lancaster and York again intrusted Washington with dictatorial powers.

For a time the Americans prevented the British from communication with the sea by Fort Mifflin on Mud (or Fort) Island, near Hog Island which is situated near the junction of the Delaware and Schuylkill, and Fort Mercer at Red Bank, in the Jerseys on the opposite shore. Three or four miles below this, at Billingsport, Jersey, on Great Manto Creek, was another fort, while halfway between Fort Mercer and Billingsport was a battery. Chevaux de frise were also sunk at various spots. It was here that the many Pennsylvania Navy and Continental vessels under Commodore Hazlewood, of the Pennsylvania State Navy, were stationed.[217] The Continental Navy furnished the Washington (Thos Read - Marine Officer, Lieutenant Abel Morgan)[218] Delaware, Andrea Doria, Hornet, Wasp, Fly and Racehorse, and possibly the Mosquito, Sachem, Repulse and Champion.[219] On October 1st, the Americans abandoned Billingsport.

On October 22, and 23, 1777, the British forces attempted to pass to sea. Two floating batteries and twelve galleys forced them to retire and two British vessels - the Augusta and Merlin - burned and blew up after they ran aground. Among the casualties was that of Private of Marines Hugh McSwaine of the galley service of Pennsylvania who "was

supposed to be Chandler. The American Commissioners at Paris on September 9, 1777 wrote to Captain Wickes that an officer taking passage with him for America would "act, if occasion requires, as a Marine on board," and that he was a "brave man."[214]

On September 15, 1777, Captain James Nicholson wrote the American Commissioners at Paris, informing them of the Reprisal sailing the day before, that Captain of Marines John Elliott was with him and that they would journey together to Nantes and go aboard the Deane.[215]

Probably the most historic of all the ships of the Virginia Navy was the brig Mosquito. Her Marine Officers were Captain Alexander Dick and Lieutenant George Catlett. Early in 1777 the Mosquito sailed between the Virginia Capes and shortly after captured the snow John and the Noble. While escorting them into Point Petre, the John escaped but the Noble was successfully carried into that port. On a later cruise in this same year the Mosquito was captured by the British ship Ariadne and taken to the Barbadoes. The men were confined in a prison at Bridgetown, in the Barbadoes, while the officers were sent over to England and placed in Forton Prison. Seven months later the men were placed on board the Antelope which conveyed them to England. Some of them were confined on board prison ships and others in Fortun Jail. Several officers, including Captain Dick and Lieutenant Catlett, escaped from Jail.[216]

wounded in the Loines by a splinter of wood occasioned by a shot from the Augusta ship-of-war, when she was blown up."[220] Then Forts Mercer and Mifflin fell. The American vessels were thus left unsupported and it became necessary to eventually destroy them, including the unfinished frigates Effingham and Washington[221] to prevent their acquisition by the enemy.

These battles brought to the Marines their first vote of thanks by a United States Congress.

Commodore Hazelwood of the Pennsylvania Navy was placed in command of these operations by Continental Congress. On September 26, 1777, the Marine Committee informed Captain Charles Alexander, commanding officer of the frigate Delaware, that Congress had determined "that in defending the Delaware, the Continental Marine Officers shall be under command of the Commodore of the State of Pennsylvania."[222] Commodore Hazlewood and those serving under his command, including Continental and Pennsylvania State Marines, performed their duties so meritoriously that Continental Congress presented a sword to the Commodore and stated in a Resolution that it had "an high sense of the merit of" the Commodore "and of the officers and men under his command, in their late gallant defence of their country against the British Fleet, whereby two of their men of war were destroyed and four others compelled to retire."[223]

When Philadelphia was abandoned by the British in June, 1778, the Americans re-occupied that city. The Marine

Barracks were reestablished and recruiting started under Major Nicholas and Captain Mullen.[224] The Marines on the vessels of the Pennsylvania State Navy were active in the reoccupation of the city and the later operations in the Delaware.

Captain Richard Palmes relieved Captain John Grannis as Marine Officer in board the Warren in November, 1777. Early in that month the commissioners of the Navy Board of the Eastern Department at Providence, R. I., despatched Captain Palmes to Philadelphia with a message to the Marine Committee. He "lost his horse in the road and being obliged to purchase another" he borrowed $200.00 from the Marine Committee.[225]

NOTES
CHAPTER V.

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1. Snowden & Cutler, Hist. S.C., I, 326; See also Paullin, Navy Amer. Rev., 420; Clowes, Royal Navy, III, 371-378.

2. Force, Amer. Arch., 4th Ser., IV, 49-50; See also Id., 45-51.

3. Pa. Mag. Hist. & Biog., XLVIII, 1924, 244-246; Field, Esek Hopkins, 82; Nav. Inst. Proc., XXXVI, 260.

4. Griffin, John Barry, 19; Pa.Arch., 2nd Ser., II, 668; In December, 1774, the Black Prince belonged to Thomas Willing, Robert Morris, Thomas Morris, John Wharton, and John Nixon. (Pa. Mag., Hist. & Biog., October, 1904, 495); Paullin, Navy Amer. Rev., 52; Cooper, (Sketch of John Barry), Graham's Magazine, XXV, 26; Nav. Inst. Proc. XXXVI (1910), 260; Wilson, Amer. Mil. and Nav. Heroes, I, 98-101.

5. Pa. Mag. Hist. & Biog., XLVIII, 1924, No. 3, 244-246.

6. M.W. Willard, "Letters on the American Revolution, 1774-1776," 232.

7. He was officially informed of his appointmat on this date by the Naval Committee. (Field, Esek Hopkins, 77).

8. See Field, Esek Hopkins, 78; Journals of Congress.

9. "In the month of November, 1775" Nicholas "entered in the service in the capacity of a Captain of Marines, in the fleet commanded by Esek Hopkins and was on board his ship as the oldest Officer of Marines." (Nicholas to President of Congress, August 10, 1781, Ms. Div., Lib. of Cong., 78-17-301). The great-great grandson of Major Samuel Nicholas is C.T. Mitchell, 60 High Street, Glen Ridge, N. J., son of J. Nicholas Mitchell, (now deceased).

10. "The Continental Flag" was hoisted "on board the Black Prince [later Alfred], opposite Philadelphia" on December 3, 1775. (Let. to Earl Dartmouth, Amer. Arch., 4th Series, IV, 358, 360; A.&.N. Chron., January 18, 1844, III, 82-90); Nat. Intell., December 3, 1849 concludes that December 3, 1775 is "birthday of the American Flag."; there is not one shred of evidence available to us today showing who hoisted that flag or the character of the flag. The allegation that John Paul Jones "broke the pennant" or broke any standard or flag

10. (Continued)
on that date or any later date until early in January, 1776, on the Alfred is without any reliable authority. There is probably no incident in American history that has been so mutilated by its friends and foes as this one; an overwhelming majority of historical writers conclude that this flag was the rattlesnake flag carrying the motto of "Don't Tread on Me!" which was first observed on the drums of the Marines, in Philadelphia (See Notes 10 and 11, Ch. IV); De Benvouloir, who arrived in Philadelphia, the latter part of 1775 reported that the Americans had "given up the English flag" and "taken for their device a rattlesnake," with the motto, "Don't Tread on Me!"; The London Chronicle, July 27, 1776 stated that "the Colors of the American Fleet" were the rattlesnake and the motto "Don't Tread on Me!" (Preble, Hist. Amer. Flag, I, 212-216); "Grand Union Flag" first appeared in Fleet when Hopkins sailed from Philadelphia in February, 1776 (See Note 21, this Ch.).

11. "On December 3, 1775, John Paul Jones hoisted the Continental Flag on board the Alfred." (Paullin, Navy Amer. Rev., 55, citing Force, American Archives, 4th Ser., IV, 360, and the letter to the Earl of Dartmouth stating that the "Continental Colors were hoisted on Black Prince Dec. 3; Paullin cites no good authority, however, to support his statement that Jones hoisted this flag; Waite, Origin of the Amer. Navy; See also Putnam, Amer. Naval Heroes in War of Rev., 85; Notes 10, 11, Chapter IV.

12. Sands, John Paul Jones, 34-35; Paullin, Navy Amer. Rev.; Journal of John Paul Jones; Buell, who favors John Paul Jones to the extent of invention, states Jones did not receive his commission until noon, December 22, 1775, (Buell, John Paul Jones, I, 48-49) and according to the Journals of Congress he was commissioned that date. (Buell, John Paul Jones, I, 44).

13. Letter, December 20 to Earl of Dartmouth states "continental colors" were hoisted over Black Prince on December 3, 1775.

14. See Sands, John Paul Jones.

15. Buell, who is extremely inaccurate on this particular subject, (Paullin, Navy Amer. Rev., 33-34, states "after a thorough investigation and study of the sources of the early history of the Continental Navy, I am compelled to reject many of the statements and conclusions found in Chapter II, Volume I, of Augustus C.

15. (Continued)
Buell's Book, Paul Jones, Founder of the American Navy"; Paullin's article in Nav. Inst. Proc., XXXVI, 255-261 (1910) with many citations "destroys" Buell's book) relates how John Hancock handed John Paul Jones his commission as Lieutenant shortly after noon on December 22, 1775, and how Jones immediately after, accompanied by John Hancock, Thomas Jefferson, and about 24 others, went on board the Alfred, lying off Chestnut Street wharf; and how "John Hancock directed Lieutenant Jones to 'break her pennant' - the Naval phrase meaning to place a man of war in commission. Obeying this order, John Paul Jones flung out the first American Flag ever shown on a regular man-of-war. This was not the Stars and Stripes, but the "Pine Tree and Rattlesnake emblem with the motto Don't Tread on Me!" Then Buell goes on to say that Jones wrote "in one of his journals" that he disliked "a venomous serpent" as a "combatant emblem" but he had "had no choice but to break the pennant as it was given to him; that he "always abhorred the device and was glad when it was discarded for one more symmetrical as well as appropriate a year and a half later." (Buell, Paul Jones, Founder of the Amer. Navy, I, 48-49); The foregoing shows two things of importance in Buell's opinion - Jones believed the Rattlesnake Flag was the "emblem" of the United Colonies and Jones believed the Rattlesnake Flag continued as the Naval flag until June 14, 1777, when Congress adopted the Stars and Stripes; Although Jones uses the expression "break the pennant", it is clear that his meaning of "pennant" is the "emblem" of the United States; Hill, Twenty-Six Hist. Ships, 10-11 supports this; DeKoven, J.P. Jones, I, 163-164 is very critical of Buell.

16. Hill, Twenty-Six Historic Ships, 17; As the result of a petition signed by some of the Warren's officers, and of the Marine Committee's examination of one of them, Captain John Grannis of the Marines, Congress resolved, March 26, 1777, that Hopkins was suspended and he was formally dismissed on January 2, 1778; Allen, Naval Hist. Amer. Rev., I, 188; See also Paullin, Navy Amer. Rev., 136, stating that "they were taken to Philadelphia by the chief 'conspirator', Captain John Grannis, of the Marines."; R. I. Hist., Mag., VII, 118-120; A destroyer of U. S. Navy named after Hopkins in 1902.

17. Field, Esek Hopkins, 81; Amer. Cath. Hist. Res. N.S.3, 1907, 116-121 citing Appleton's Mag. November, 1905; but Trevet's Journal, in R.I. Hist. Mag., VI, 72-74, states that the Katy arrived in Philadelphia in November, 1775; Hill, Twenty-Six Hist. Ships, 10-11 states "Hopkins arrived in Phila. on January 14, 1776," and went aboard Alfred ten days later.

18. Hill, Twenty-Six Historic Ships, 10, says about January 24, 1776, at Philadelphia; Field, Esek Hopkins, 98-99; Paine, Joshua Barney, 33-42; See also Spears, History of Our Navy; DeKoven, J.P. Jones, I, 89-92 states Hopkins went aboard Alfred "on a day in January, unnoted in any record, except as to weather."

19. See Note 11, Chapter IV.

20. Maclay, Hist. of Navy, I, 38; See also Notes 15, and 16 of Chapter IV.

21. This flag has been called the "Grand Union," the "Great Union," the "Striped Union" and the "Cambridge Flag." The first authenic information concerning it is that telling us that George Washington on January 1, 1776, at Cambridge flew a flag made up of thirteen horizontal red and white stripes and the crosses of St. George and St. Andrew. (Fiske, Amer. Rev., 122; Bancroft, Hist. U.S., VII, 232). On January 4, 1776, General Washington wrote Joseph Reed that: We "hoisted the Union Flag, in compliment to the United Colonies" the same day "which gave being to the new Army." (Force; Amer. Arch., 4th Ser., IV, 570-571). On January 1, 1776, "the very day Congress determined" to "govern apart from the Militia and Minute Men, the little handful of soldiers it had directly raised," there "was raised over Boston Camp the single Flag of the Colonies. It consisted of the Crosses of St. George and St. Andrew and thirteen alternate white and red stripes." (Ganoe, Hist., U.S. Army, 20). Thus January 1, 1776 may be said to be the Birthday of the Regular Army; The General Order, January 1, 1776, of George Washington, appearing in his Orderly Book, is published in full in Ford's Writings of Washington, III, 311-312, and reads in part as follows: "This day giving commencement to the New Army, which, in every point of view is entirely Continental; The General * * * wishes it to be considered that an Army without Order, Regularity, Discipline, is no better than a Commissioned Mob. * * *it is Subordination and Discipline (the life and soul of an Army) which next under Providence is to make us formidable to our enemies * * *." Prior to the date of this General Order, Continental Congress debated over the "New Army" and passed many resolutions concerning it. Congress resolved on September 29, 1775 "that a Committee of three members of this Congress be appointed to repair immediately to the Camp at Cambridge, to confer with General Washington," and certain Governors, etc. "touching the most effectual method of continuing, supporting, and regulating a Continental Army." Then on October 2, 1775, the "Committee appointed to prepare Instructions for the Committee ordered to wait

21. (Continued)
on the General reported a draught" which was agreed to These Instructions including the following: "That the Committee confer with the General and whom else they think proper on the Subject of raising a Continental Army and keeping it up one Year from the last day of December next * * *." On November 4, 1775 Congress resolved "that the new Army, intended to lie before Boston, consist of 20,372 men, officers included," and that the "said troops be enlisted to the 31st day of December, 1776 * * *." Then, in keeping with the anticipation of forming the "New Army," the "Rules and Regulations of the Continental Army," were extensively modified on November 7, 1775. (Journals of Congress, III); from a letter dated Boston, January 17, 1776, in Force, Amer. Arch., 4th Series, IV, 710-711. "The new Union Flag raised at Cambridge, January 1, 1776, was composed of thirteen alternate red and white stripes, with the English Union in one corner." (Lossing, Harper's Ency. U.S. Hist., III, E-F); See also Davis, Colors, U.S. Army, 5-7; In a book prepared by the Navy entitled "John Paul Jones, Commemoration at Annapolis, April 24, 1906," p. 166 appear these words: "1776, Feb. 9, Commodore Hopkins' Fleet sailed from Philadelphia under the 'Union Flag' as used by General Washington at Cambridge," Amer. Cath. Hist. Res. N.S. 3, 1907, 116-121; Waite, Origin Amer. Navy; The Fleet "sailed from Philadelphia" under "the display of a Union Flag, with thirteen stripes in the field, emblematical of the Thirteen United Colonies." (Letter dated at Newbern, N.C., February 9, 1776 cited in Frothingham, Siege, Boston, 283-284); Hamilton, National Flag; Amer. Arch. 4th Ser., IV, 964-965; Army and Navy Chron., January 18, 1844, III, 82-90; Id., February 22, 1844, III, 239; Letter dated at New Providence, Bahama Islands, May 13, 1776, cited in Hamilton, National Flag, 66-67, in Army and Navy Chron., January 18, 1844, III, 82-90, and in London Ladies' Mag., VII, July, 1776, 390 read: "The colors of the American Fleet were striped under the Union, with thirteen strokes, called the United Colonies, and their Standard, a Rattlesnake, Motto - Don't Tread on Me!" Fleet carried "English Colors but more striped" (Neeser, Des. of Shuldham, 120-121); A letter dated at Williamsburg, Va., April 10, 1776 reads "The Roebuck has taken two prizes in Delaware Bay, which she decoyed within her reach, by hoisting a Continental Union Flag. (Hamilton, National Flag, 66-67; affidavit of Mr. Barry, master's mate, ship Grace captured by Roebuck, published in Penna. Evening Post, June 20, 1776, II, No. 221); A writer in the Phila. Gazette gave the name The Great Union Flag to this flag. (Hamilton, National Flag, 69); DeKoven, John Paul

21. (Continued)
Jones, I, 89-92; Southern Lit. Mess. XXIV, 19-20 without citing authority states Jones raised "striped, red and white", on Alfred first in December, 1775, and that it was later hoisted "by the Army at Cambridge in January, 1776." "The Dutch Republic had adopted a flag with seven stripes. In addition, flags of alternate red and white stripes, nine to thirteen in number had been used on the ships of the East India Company from nearly the beginning of the 18th Century." (Runk, Birth of Our Flag and Flag Etiquette).

22. Clark, Naval Hist. of U.S., I, 25; Nav. Inst. Proc., September, 1912, 1993-2003; Letter of Solomon Drowne, December 27, 1775 in Pa. Mag., Hist. & Biog., XLVIII, 1924, No. 3, 247-248; but Washington's Fleet around Boston seems to antedate Hopkins' Squadron.

23. See Note 22, Chapter III.

24. Neeser, Despatches of Molyneux Shuldham, 43, 120-121, shows that Hopkins had been appointed commander-in-chief by December 12, 1775, and that on that date the Alfred, Columbus, Andrea Doria, Cabot and Providence, were at Philadelphia and that it was preparing to attack Dunmore at Norfolk.

25. Nat. Geog. Mag., XXXII, No. 4, 289; Allen, Naval Hist. of the Amer. Rev., I.

26. Neeser, Despatches of Molyneux Shuldham, 122-123, 182-183; Brit. Adm. Rec., A.D., 484, fols. 263, 265; London Gazette, June 8, 1776; Remembrancer, Part II, 1776, 82-84; gives the number of Marines on each vessel; Dennis Leary, later Marine Officer was a midshipman on the Andrea Doria (Field, Esek Hopkins, 108).

27. Journal of John Trevett, R. I. Hist. Mag., (1885-6), VI, 72-74, shows that Trevett arrived at Philadelphia in November, 1775, in Katy and "went on board the ship Columbus as First Lieutenant of Marines; Biog. Cyc. of R.I., 147; Nat. Intell., November 19, 1823.

28. Certificate of Timothy Matlack in possession of Neville B. Craig, 6324 McCallum Street, Germantown, Pa.; Papers of George Washington (Craig to Wash., March 18, 1779); Life and Services of Isaac Craig; Pa. Arch., IX, 497-499; Godcharles in Phila. Ledger, May 14, 1925; O'Brien, Hidden Phase of Amer. Hist., 127, 401, merely shows his service in Proctor's Regiment.

29. Field, Esek Hopkins, 108-110; Penna. Evening Post, January 9, 1776; Orig. Hopkins' Papers in R.I. Hist. Soc.

30. Journals of Congress,

31. Lieutenant William Radford served on the Hornet, January 1, 1778, to May 1, 1778, when captured and escaped from prison December 17, 1778. (Index Digest in Navy Archives of Treasury Department correspondence); Lieut. of Marines "William Ratford" of Hornet is shown in Forton Prison. (New England, Hist. and Gen. Reg., XXXIII, 39).

32. Neeser, Despatches of Molyneux Shuldham, 1776, 124.

33. Scharf, Hist. of Md., II, 201-202; Hill, Twenty-Six Historic Ships, 48; See also Richard Smith's Diary, January 9, 1776, pub. in Burnett, Letters of Members of the Cont. Cong., I, 303; Amer. Arch., 4th Ser. IV, 1636-1637 showing Hornet and Wasp ready to sail from Baltimore on January 9, 1776.

34. Neeser, Journal of Andrea Doria, in Despatches of Molyneux Shuldham, 120-121; On January 5, 1776, the Naval Committee issued general orders to the Commander-in-Chief. (Field, Esek Hopkins, 84-87); and on the same date the Committee issued orders to Hopkins about the expedition to the southward of the fleet. (Field, Esek Hopkins, 94-97; Amer. Arch., Ser. 4, IV, 1179); the Journal of the Andrea Doria states that the Hornet and Wasp joined Hopkins on February 13, 1776. This seems to be a more substantial authority than Paine, Joshua Barney, 33-42, who states that these two vessels joined early in January; Field, Esek Hopkins, wrote that on January 10, 1776, the Hornet and Wasp were ordered to join.

35. Neeser, Journal of Andrea Doria in Despatches of Molyneux Shuldham; On December 26, 1775 Washington wrote that everybody in Cambridge knew of destination of fleet. (Amer. Arch., 4, IV, 465-466).

36. Report of Major Nicholas dated April 10, 1775, on board Alfred at New London, Conn., published in Amer. Arch., Ser. 4, V, 846, in Remembrancer or Impartial Repository of Public Events, Part II, 1776, 212-214, and in The Leatherneck; Neeser, Journal of the Andrea Doria, Despatches of Molyneux Shuldham, 275, 301; Lossing, Amer. Rev., II, 638; Remembrancer, Part II, 1776, 210-214; Mackenzie, Life of John Paul Jones, 25-28; See Jones, Hist. of New York, II, 83, for an erroneous account of this Bahama Expedition; Paine, Joshua Barney, 43; Schomberg, Naval Chron. I, 427, states the Hopkins Squadron "plundered the settlement at Providence;" "New Providence (Nassau) in the Bahamas" should be distinguished from "Old Providence Island, which is an

36. (Continued)
isolated little island in the western Caribbean lying off the coast of Nicaragua. It now belongs to Colombia and is often called Santa Catalina. In 1630 a company of English investors desiring to found a Puritan Colony, and also to oppose Spain in the Caribbean, obtained from Charles I a patent for a large area, including Providence and other Islands. John Pym was their leading member. The colony became merely a base for privateering against the Spaniards, who conquered and suppressed it in 1641. The Spanish called it the 'Island the den of Theeves and Pirates.' Nathaniel Butler, third governor of Providence Island, set out with a considerable expedition in April, 1638, had earlier been governor of Bermuda and then a member of the Royal Council for Virginia. On April 23, 1638, the 'Commission from the Providence Island Company to Governor Butler as vice-admiral,' was issued." (Jameson, Privateering and Piracy in the Colonial Period, 1-3); See Ives, Isles of Summer or Nassau and the Bahamas, 51-60.

37. Neeser, Journal of Andrea Doria, Despatches of Molynoux Shuldham, 275-301, "The Commodore sent the sloop Providence, schooner Wasp, and two sloops with all the Marines, amounting to 250, under the command of Captain Nicholas; and at 3 in the afternoon they got possession of the Eastmost fort, without losing a man, the inhabitants having deserted it, after firing 15 or 20 cannon at them. Early the next morning they marched into Providence and took possession of Fort Nassau without any opposition, a schooner and sloop having gone off the night before with most of the powder.... In the morning, March the 6th, weighed from Roze Island with the remainder of the Fleet and got safe into the Harbor and came too off Fort Nassau."

38. Cooper, Hist. Navy U.S., I, 90; Journal of Andrea Doria, in Neeser, Despatches of Molynoux Shuldham, 275-301; Nat. Intell., November 14, 1839, contains letter of officer of Ontario visiting New Providence; "Hard by are the time-worn and delapidated remains of the Fort which Commodore Hopkins carried by assault during the Revolutionary War."

39. Mackenzie, Life of John Paul Jones, 25-28; Hamilton, Life of John Paul Jones, 30-31; Janette Taylor, Life and Corr. of Paul Jones, 35-36.

40. Frost, Book of the Navy, 22; Clark, Naval Hist. U.S., (1813), 16; Sherburne, Life of Paul Jones, 11-13; Clark, Naval Hist. U.S. (1814), I, 25; Nat. Geog. Mag., XXXII, No.4, 292, 294; Fields, Esek Hopkins, 113-118;

40. (Continued)
Journal of Andrea Doria; British Admiralty Records, 43 in Letter 484, Sec. 2, 423-453; Nat. Intell. (Wash. D.C.), November 14, 1839, 3; Maclay, Hist. Navy, I, 40; Report of Hopkins, in Papers of Cont. Cong., Lette H78, II, 33-35; Remembrancer, Part II, 1776, 210-214; Idem, 80, gives an exaggerated estimation that 1,000 Americans landed; Pa. Mag., April, 1776, 198-199; Captain Nicholas reported he landed 270 men. (See Note 36.); Gordon, Hist. Amer. Rev., II, 214-217; Spears, Hist. of Our Navy, I, 53-56.

41. Mackenzie, Life of John Paul Jones, 25-28.

42. Nat. Geog. Mag., XXXII, No.4, 292; See also Laughton, Studies in Naval History, Biographies, 371.

43. Journal of the Andrea Doria; British Admiralty Records, 43, In Letters 484, Sec. 2, 425-453; Journal of John Trevett in R.I. Hist. Mag., VI, 72-74, states "they fired a few 18-pound shot, but did no damage."

44. Journal of John Trevett in R.I. Hist. Mag., VI, 72-74; Papers of Cont. Cong., II, 33; Pa. Mag., April, 1916, 168.

45. Cooper, Hist. Navy U.S., I, 90-91; See also A General View of the Rise, Progress and Brilliant Achievements of the American Navy to October 20, 1827, 22, 34-35; Botta, Hist. of the War of the Independence of the U.S., I, 325; Spears, Hist. of Our Navy, I, 54; See Stevens, Story of Our Navy, 11, for a "sneering" account, unbased on fact.

46. Lieutenant Trevett commanded a Company under Captain Nicholas and Captain Henry Dayton another. Trevett claims that he and Dayton captured Governor Brown. (R.I. Hist. Mag., VI, 72-74); See in this connection Hildreth, Hist. of U.S., III, 123; Field, Esek Hopkins, 101; Paullin, Navy Amer. Rev., 58.

47. Sergeant Thomas Vernon Turner died on the Andrea Doria on April 3, 1776. (Neeser, Despatches of Molyneux Shuldham, 285.

48. Clark, Naval Hist. of U.S., 26; See Field, Esek Hopkins.

49. A.&.N. Reg., September 9, 1905, 27; The London Gazette of June 8, 1776, published an Account of this battle quoted in Remembrancer, Pt. 2, 1776, 83-84, that states the battle opened when "a hand grenade was thrown out" of the top of the Alfred.

50. Neeser, Despatches of Molyneux Shuldham, 180-181.

51. Fields, Esek Hopkins, 124; Log of the Alfred; Maclay, Hist. of Navy, I, 41; Report of Hopkins in Papers of Cont. Cong., Letters H78, II, 33-35; Remembrancer, Part II, 1776, 210-214; Janette Taylor, Life and Corr. of Paul Jones, 45.

52. Sands, John Paul Jones, 45; DeKoven, John Paul Jones, I, 97-98.

53. Original Hopkins Papers in R.I. Hist. Soc.; Fields, Esek Hopkins, 121; Report of Hopkins in Papers of Cont. Cong., Letter H78, II, 33-35; Remembrancer, Part II, 1776, 210-214.

54. British Admiralty Records, No. 484 - "Remarks on board H.B.M. Ship Glasgow," April 6, 1776, Despatches of Vice Admiral Shuldham to Philip Stephens, 1776, 177; Remembrancer, Part II, E, 203, 1776, 82-84; London Gazette, June 8, 1776; Clark, Naval Hist. of the U.S., I, 26; Gordon, Hist. of the Amer. Rev., II, 214-217; Neeser, Despatches of Molyneux Shuldham, 186.

55. Greene, The Providence Plantations, 6.

56. See Chapter III.

57. John Adams asserted that the first American Flag was hoisted by John Manly and the first British Flag was struck to him. (John Adams to Elbridge Gerry, January 28, 1813, in Adams Works, X, 29, cited in Waite, Origin of the American Navy).

58. Clark, Naval Hist. U.S., I, 20; Maclay, Hist. Amer. Privateers, 65-66; Peabody, Captain John Manly, 2-11; Greenwood, Captain John Manly, xiii-xvi; Lendrum, Hist. Amer. Rev., I, 332; Frothingham, Siege of Boston, 269-270; Paullin, Navy Amer. Rev., 65, 236.

59. Purviance, Narrative of Events which Occurred in Baltimore Town During the Rev. War, 48-50, 186-187, 188; Clark, Naval Hist. of the U.S., I, 26-27.

60. Penna. Gazette, April 17, 1776; Griffin, Commodore John Barry, 9; Clark, Naval Hist. U.S., I, 27; Remembrancer, Part II, 1776, 81; Clowes, in his Royal Navy, IV, 4, gives date in 1777; See also Penna. Eve. Post, April 11, 13, 1776, September 28, 1776; Wayne, Papers, Pa. Hist. Soc., I, 44.

61. The Hornet and Wasp, however, earlier than this, had

61. (Continued)
proceeded from Baltimore in December, 1775, to join Hopkins in Delaware Bay. "Brig Lexington drops down Delaware River today," March 24, 1776 (Whipple to Bartlett, Dartmouth College Lib., Bartlett Corr., I.

62. Cooper, Hist. Navy U.S., I, 95; A British authority wrote that "in October the American ship Lexington, was captured by the Pearl, 32, in West Indian waters, but the Americans rose on the prize crew and retook the ship." (Clowes, Royal Navy, IV, 10); "Early in Autumn, the Lexington sailed for Cape Francois, on special duty. On her return, in the month of December, she fell in with the Pearl frigate, and was captured without resistance." (Cooper, Lives of Dist. American Naval Officers, II, 239); Lieutenant of Marines John Carr joined the Lexington, May 8, 1777, from the Cabot but was discharged from her, May 22, 1777. (Muster Roll of Lexington, in Franklin Papers, Penna. Hist. Soc., II, 11); See Amer. Arch., 5th, VII, 1486; Journal Cong., January 7, 1777.

63. American Archives, Series 5, II, 624; Report dated September 30, 1776, of Jones to Marine Committee; Mackenzie, Life of John Paul Jones, 30-31; Spears, Hist. of Our Navy, I, 77; Sands, John Paul Jones, 51; DeKoven, J. P. Jones, I, 114; Buell, Paul Jones Founder of Amer. Navy, I, 51, is inaccurate when he refers to "Richard Wallingford, of Philadelphia."

64. Nathaniel Cooke of Cumberland, R.I., and John Fiske, of Northborough, Mass., enlisted as Marines in October, 1776, on the Alfred. (Field, Esek Hopkins, 109); Penna. Evening Post, January 9, 1776; Original Hopkins' Papers in R.I. Hist. Society.

65. Greenwood, John Manley, 162-163; Paullin, Navy of the Amer. Rev., 70-71.

66. The Governor and Council of Conn., authorized that "forty Marines" be raised. (Colonial Records of Conn., XV, 111-113); New London Hist. Soc., Records, 1890-94, Part 4, 39, gives list of Marines on Shark in December, 1775; Lieut. Ebenezer Peck served on Whiting and Lieut. Amos Stanton on Shark. (Conn. Colony Pub. Records, Hoadly, Xv, 455); Ebenezer Peck was appointed 2nd Lieutenant and Lieutenant of Marines on the galley Whiting on June 19, 1776. (Div. of Rec., Navy Library); The Whiting, Crane and Shark, by July, 1776, were completely officered and manned. Joined Washington. Whiting and Crane lost to enemy in fall of 1776 and probably Shark. (N.E. Mag., February, 1907, 714-724); Each of these gallies was "provided with 20 lances and poles and 20 tommy-hocks or hatchets." (Idem, XV, 263); On August 3, 1775, pay of a Marine was fixed at £2 per month. (N.E. Mag., February, 1907, 714-724.

67. Amer. Archives, Ser. 5, I, 766.

68. Cooper, Hist. Navy U.S., I, 133; See Greenwood, John Manley, 163-165, for a criticism of the actions of the Connecticut vessels.

69. See Lossing, American Revolution, II, 79; See D.A.R. Mag., January, 1925, 35, for Coxsackie Declaration of Independence on January 17, 1775 by Coxsackie District in Albany Co.; and Mecklenberg Dec. of Ind., May 20, 1775 (D.A.R. Mag., September, 1919, 558-559).

70. New York Prov. Cong., Journal, I, 734.

71. Dunmore's Fleet, in the summer of 1776, went as high up the Potomac River as Dumfries, at the head of Quantico Creek, to get fresh water. They landed near Aquia Creek and burned Colonel Brent's House, then moved up to Occoquan Creek. (Remembrancer, Part 2, 1776, 262-263; Wilstach, Potomac Landings, 325-327); See also Janson, Stranger in America, 213.

72. During the Revolution the Virginia Navy established a Naval Magazine for the issue of prisoners, supplies, and naval stores to its vessels, at the head of Potomac Creek, below Quantico.

73. Courant, August 12, 1776, No. 603; Conn. Colony Pub. Rec., by Hoadly, XV, 481.

74. See the Boston Gazette & Country Gentleman, June 24, 1776; Maclay, Hist of Navy, I, 41; R.I. Hist. Mag., VI, 106.

75. Journal of the Andrea Doria in, Neeser, Despatches of Molyneux Shuldham.

76. Papers of George Washington (Craig to Washington, March 18, 1779).

77. Griffis, Townsend Harris, 144-145; Paine, Joshua Barney, 57-58; New England Mag., July, 1893; See Note 82; Dennis Leary had been a midshipman on Andrea Doria (Orig. Hopkins Papers, 106-109, in R.I. Hist. Soc.); The flag saluted by Dutch was "the Congress colors, with thirteen stripes in them." (dep. of James Fraser in Bancroft, Hist. U.S., IX, 292-293); See also Wharton, Dip. Corr., II, 177, 240, 241.

78. Nat. Geog. Mag., XXXII, No. 4, 294-295; See Hicks, The Flag of the U.S., 21; Cooper, Hist. Navy U.S.; Paine, Joshua Barney, 57-59; Nav. Inst. Proc., July-August, 1916, 1241; Allen, Naval Hist. of the Amer. Rev., I, 159-160.

79. Allen, Naval Hist. of the Amer. Rev., I, 159-160.

80. Paine, Joshua Barney, 61; Nav. Inst. Proc., July-August, 1916, 1241; Papers of Cont. Cong., March 28, 1777 and April 23, 1777, show that Marines shared in bounty for capture of Racehorse; Clowes in his, The Royal Navy, IV, 4, gives the date as "late in December" that the Racehorse was captured "after a desperate action of two hours," and cites Log of Milford and Beatson, 248.

81. Letter dated December 23, 1776, at Philadelphia, Robert Morris to John Hancock.

82. Papers of Cont. Cong., XXIII, 173a, April 23, 1777; Nav. Records of the Amer. Rev., 1775-1788, 207, and Archives, Lib. of Cong., C.C. 19, III, 57; Lieutenant Leary was paid in full to July 1, 1779, and shortly after left the service (but enlisted again). $500.00 was granted him on April 15, 1785. (Nav. Rec. of the Amer. Rev., 1775-1788, 207).

83. Remembrancer, Part II, 173; Cooper, Hist. Navy U.S., I, 133; Clark, Naval Hist. U.S., I, 28-29; Pa. Gazette, May 15, 1776; Franklin Papers, Amer. Philo. Soc., Phila., IV, 84, 87, Calendar, I, 180; Sketches of Col. Wm. Bradford, 1721-1791, 367; Pa. Archives, Series 2, I, 232; Pa. Archives, IV, 749; Frost, Book of the Navy, 24-25; See Pa. Archives, Series 2, I, 408-412 for an "An Inventory of Arms, etc., belonging to William Brown, Esq., Company of Marines on Montgomery, July 30, 1776," among other things including "12 riffells in good order," 7 "powder horns," 1 drum, "40 bayonets and Belts," and "2 bayonets lost at the time of the engagement." On May 8, 1776, Mar. Com. order John Barry down river in Hornet. (Charles Roberts Collections, No. 789, Haverford, College. For movements of Captain Brown See Pa. Archives, 1st, IV, 745-746.

84. New London Hist. Soc., No. 1, shows Lieutenant Squire her first Marine Officer in February, 1776; See New London County Hist. Soc., I, No. 4, 37; Lieutenant Samuel Smedley served as Marine Officer on Defence from March, 1776, to January, 1777; Hinman, Connecticut in the Rev., 352, 402, 409.

85. Cooper, Hist. Navy U.S., I, 4; Oberholtzer, Robert Morris, 29; Rec., New London, Hist. Soc., Pt. 4, Vol. I, 36-37; D.A.R. Mag., July, 1916, 95-96 and September, 1916, 149; The Minerva of Conn. Navy carried "forty seamen and forty Marines" (Rec. New London County Hist. Soc., I, Pt. IV, I, 34).

86. Ramsay, Hist. of the Amer. Rev. (1791), 288.

87. American Archives, Series 4, VI, 1206; The narrative read as follows: "While she was on fire, Capt. Milligan, one of our Marine Officers, and a party of men, boarded her, brought off her colors" etc. (Remembrancer, Part II, 1776, 318); "The Crescent Flag" (dark-blue field with a white crescent in the upper right-hand corner) used in this historic defense "was the first American flag used in the South in the Revolution." (The Standards, Flags and Banners of the Pa. Soc. of Sons of the Rev., 21).

88. Lieutenant Jacob Milligan of the "Carolina Prosper." (South Carolina Hist. & Gen. Mag., 10, 1909, 115).

89. The Marines of the South Carolina Navy took an important part in the Revolution. They first appeared on November 11, 1775. (Paullin, Navy Amer. Rev., 420). Then on February 15th of the following year the enlisting of two hundred Marines was authorized (Paullin, Navy Amer. Rev., 422). They participated in many engagements including that in which the Randolph blew up in 1779. The Marines serving on board the frigate South Carolina had many interesting experiences. The South Carolina Marines were not overlooked in the distribution of prize money. (Paullin, Navy Amer. Rev., 427; Cooper, Hist. Navy U.S.; Statutes of S.C., IV, January 16, 1777).

90. See Ramsay, Hist. of S.C., I, 155; Snowden & Cutler, Hist. of S.C., I, 348.

91. Secret Journals of Congress, July 11, 1776, I, 48.

92. Journals of Congress, May 31, 1775, cited in Paullin, Navy Amer. Rev., 71.

93. Force, Amer. Arch., 4th Ser., III, 738, cited by Paullin, Navy Amer. Rev., 72.

94. Journals of Congress, March 26, 1776; Journals N.Y. Committee Safety, March 18, 1776; Paullin, Navy Amer. Rev., 72.

95. Force, Amer. Arch., 5th Ser., I, 1186, 1277; Journals N.Y. Prov. Cong., March 16, 1776; Journals of Congress, May 2, 1776; Paullin, Navy Amer. Rev., 72.

96. These operations were in a limited degree a combined Army (under Montgomery and Arnold) and Navy ("Commodore" Broughton with the Hannah and Selman with Franklin) operation with "General" or "Admiral" George Washington, directing it indirectly. Certainly Washington showed his displeasure at the ill-success. (Waite, Origin of the Amer. Navy, 27-29).

97. Paullin, Navy Amer. Rev., 72-73.

98. Clowes, Royal Navy, III, 358.

99. Journals of Congress, May 22, 25, June 17, 1776; Ford, Writings of Wash., IV, 101; Paullin, Navy Amer. Rev., 73.

100. Force, Amer. Arch., 4th Ser., VI, 1107-1108; Paullin, Navy Amer. Rev., 74.

101. Force, Amer. Arch., 5th Ser., II, 1039.

102. Force, Amer. Arch., I, 656.

103. Amer. Arch., 5th Ser., I, 656; Jones, Campaign for Conquest of Canada, 142; Amer. Arch., 5th Series, II, 472; First Lieutenant Ebenezer Bass commanded the Marines of the galley Trumbull of Connecticut. (Conn. Men in Rev., 594); A.G.O. dated September 4, 1776, ordered "33 men from Col. Whitcombe's Regt.," to parade the next day "to serve as Marines on board the Fleet" and that they would "proceed directly and join Gen. Arnold under the command of Lieutenant Calderwood of the Marines." (Amer. Arch., V, 2, 472); On the 23rd of July, 1776, 28 sergeants, 16 corporals, 16 drummers and 288 privates were drafted from four Pennsylvania Brigades, to serve as seamen and Marines in Arnold's Fleet. (Jones, Campaign for the Conq. of Canada, 142); Orders dated July 23, 1776, directed that since the foregoing detail was "of the utmost consequence, that a well regulated body of seamen and Marines," Congress directed each should receive 8s. extra pay per month. (Amer. Arch., 5th Ser., I, 656); for Captain Seth Warner's pay abstract of Company of Marines on board galley Trumbull, 1776, on Lake Champlain See Coll. Conn. State Library, Hartford, VI:156 and XXXVI: 67, 68, 165, 166; Captain of Marines Heathcote Muirson was Marine Officer on one of Arnold's galleys. (Franklin Papers, Amer. Philosophical Soc., Philadelphia, II, 71).

104. See Gates Papers in N.Y. Hist. Soc., especially Arnold to Schuyler, July 24, 1776; Arnold to Gates, July 24, 1776, VI, folio 73; Hartley to Gates, August 25, 1776, VI, folio 182; Hartley to Gates, September 6, 1776, VII, folio 6; Arnold to Gates, September 7, 1776, folio 21; Arnold to Gates, September 21, 1776, folio 64; See also Arnold Papers; D.A.R. Mag., July, 1923, 409; Conn. Men in Rev., 594, shows 1st Lieut. Ebenezer Bass, an Army Officer, - acted as Marine Officer on the Conn. Galley Trumbull.

105. Memoirs of General James Wilkinson, I, 90-92; Cushing, J.S. Genealogy, 56; Annual Register (pub. in 1778), XX, 4-5, in describing this Battle states that the Americans "chiefly gloried in the dangerous attention' Arnold "paid to a nice point of honor, in keeping his flag flying, and not quitting his galley till she was in flames, lest the enemy should have boarded and struck it."

106. Mahan, Major Operations of Navies in War of Amer. Independence, 8-9.

107. Force, American Archives, 5th Ser., II, 481, 834, cited by Paullin, Navy Amer. Rev., 76.

108. Ramsay, Hist. of Amer. Rev., (1791), 277-279; Kingsford, Hist. of Canada, VI, 110; Nav. Inst. Proc., January & February, 1915, 15; Wrong, Washington and His Comrades, 12, 52-53.

109. Clark, Naval Hist. U.S., (1813), 27; Clark, Naval Hist. U.S. (1814), I, 48; See also Lucas, Hist. of Canada, 123; Gordon, Hist. of Amer. Rev., II, 384-385.

110. The Quarterly Journal of the New York Hist. Ass'n., IV, No. 2, April, 1923; "Arnold previous to the War, had been engaged in the naval profession." (Lampriere, Biog. Dict., cited in Clark, Naval Hist. U.S., I, 49).

111. See Clowes, The Royal Navy, III, 358-370.

112. See A.&.N. Chron., February 25, 1836; Sparks, Life of Benedict Arnold; Williamsburg Gazette, and Williams, The Natural and Civil History of Vermont, II, 79-85, for description of Battle.

113. Clowes, The Royal Navy, III, 358-370.

114. Paullin, Navy Amer. Rev., 123; Journals of Congress, June 25, 1776.

115. Papers of Cont. Cong. (Nicholas to Pres. of Congress); Library of Congress, 78-77-301.

116. See also Pa. Archives, V, 178 (Let., January 9, 1777, Col. Isaac Melcher to Pa. Council of Safety) - found some arms in barracks belonging to Major Nicholas.

117. Journals of Congress; See also Pa. Arch., V, 178.

118. On the North River in New York; See Journals of Congress, November 28, 1777; Moore, Diary of Rev., 506.

119. Orig. Letter in I Cadwallader Papers, 7, Hist. Soc. of Pa., Phila.

120. "The names of Washington and Fabius will run parallel to eternity." (Journal & Weekly Advertiser, January 29, 1777, in N.J. Archives, 2nd Ser., I, 272-276); Moore, Diary of the Amer. Rev., I, 359-360, quotes letter pub. in Freeman's Journal, December 31, 1776; but Jones, Hist. of N.Y. During Rev. War, I, 128, claimed there was an over-abundance of lumber available for rafts; Ganoe, Hist., U.S. Army, 35; states that since Washington "had collected all the Delaware river boats, he was unassailable until the enemy could construct rafts;" See also C.C. Haven, Three Battles at Trenton, Princeton, 9-81.

121. Clowes, The Royal Navy, III, 386-387.

122. See Pa. Arch., V, 57, 121; Griffin, Hist. of Commodore John Barry, 17-18; D.A.R. Mag., June, 1921, 303-312; M.C. Gazette, September, 1921, 279-288; Nav. Inst. Proc., November, 1923, 1848-1855; Hutchison, Illustrated Hist. of Wash. & His Times, 258-259; On December 11, 1776, Washington at the Falls of the Delaware wrote Col. Cadwalader (who had seamen and Marines under him) to "be particularly attentive to the Boats and Vessels and suffer no person to pass over to the Jerseys without a permit." (Cadwallader Papers, in Pa. Hist. Soc., I, 9).

123. Pa. Archives, V, 4-5; Pa. Arch., Ser. 2, I, 248-307, 388; Pa. Archives, Ser. 3, XXIII, 1-192; Pa. Arch., Ser. 2, I, 297, states that Private Thomas Pruden who entered Pa. boat Franklin on October 27, 1775, was "discharged December 15, 1776, to act as Surgeon's Mate at Trenton"; Leatherneck, February 1-8, 1921; D.A.R. Mag., June, 1921, 303-312; M.C. Gazette, September, 1921, 279-288.

124. Hutchison, An Illus. Hist. of Wash. & His Times, 260-262.

125. Naval Inst. Proc., November, 1923, 1848-1855; D.A.R. Mag., June, 1921, 303-312; M.C. Gazette, September, 1921, 279-288; Private Journal of Margaret Hill Morris of Burlington, N. J., 6-10; Inscriptions in St. Peter's Church Yard, Philadelphia, Pa.

126. Private Journal of Margaret Hill Morris of Burlington, N.J., 10-12; Watson, Annals of Philadelphia & Pa. in the Olden Time, 310-314; On December 15, 1776, Col. John Cadwalader at Bristol wrote George Washington "last night sent Captain Shippin, with 20 good men," to Jersey. (Amer. Arch., 5th Ser. III, 1230).

127. Stryker, Battles of Trenton and Princeton, 45-46, 454; Watson, Annals of Philadelphia, II, 312; Leatherneck, February 1, 1921, 3; American Archives, 5th Ser., III, 1230.

128. Pennsylvania Archives, Ser. 2, I, 305-310, set forth all naval officers on Hancock and Captain Shippin not mentioned as such.

129. Stryker, Battles of Trenton and Princeton, 454; New Jersey Archives, Ser. 2, I, 263; Pa. Evening Post, January 18, 1777.

130. A Hessian is described, "with his towering bras fronted cap, mustachios colored with the same blacking which colored his shoes, his hair plastered with tallow and flour, and reaching in whip form to his waist. His uniform, blue coat and yellow vest and breeches, and black gaiters. (Watson, Annals and Occurrences in N.Y. City and State in the Olden Time, 340); "The Hessians had hitherto been very terrible to the Americans; and the taking of a whole brigade of them prisoners, seemed so incredible, that at the very time they were marching into Philadelphia, people were contending in different parts of the town, that the whole story was a fiction and indeed, that it could not be true. The charm was now, however, dissolved, and the Hessians were no longer terrible." (Annual Register, 1777, 15-17).

131. An Article in Naval Institute Proceedings, November, 1923, 1848-1855, will guide the investigator through a wide range of authorities; Many of these Marines fought in the Second Battle of Trenton (Assanpink) and Princeton.

132. Report of Nicholas, March 9, 1782; Nicholas to President of Congress, August 10, 1789, Congressional Library, Ms. Div., Papers Cont. Cong., 78-17-301; Stryker, Battles of Trenton and Princeton; For newspaper reference to these battles see Wash. Star of November 11, 1923, and Baltimore Sun of November 11, 1923.

133. Pennsylvania Archives, V, 126, (Merely shows Delaware in Delaware River).

134. J. Fenimore Cooper, "Sketches of Naval Men - John Barry," in Graham's Magazine, June, 1844, XXV, 268, wrote: "The winter of 1776-7 was the dark period of the Revolution. His [Barry's] ship [Effingham] not

134. (Continued)
yet being ready and her safety depending on preventing the enemy from reaching Philadelphia, Barry joined the Army under Washington with seventeen Marines, contriving to mount a light gun or two, in a manner that admitted of them being used in the field.* * * [They] were present at Trenton, if not at Princeton, also."; Haltigan, The Irish in the Amer. Rev., 165-166; Griffin, Hist. of Com. John Barry, 17-20; Meany, John Barry; Frost, Pictorial Hist. of the Amer. Navy, 77-78, states that Captain Barry served as aide de camp to General Cadwalader in the "vicinity of Trenton"; "Barry organized a company for land service and engaged in the Trenton Campaign." (Amer. Cath. Hist. Researches, N.S. 3, 1907, 127); Allen, American Biographical Dictionary, 66-67, quoting "Portfolio-; Amer. Naval Biog., 156-166" reads that Barry commanding the frigate Effingham "shut up by the ice in the winter he joined the Army as aid to General Cadwalader in the operation near Trenton;" Barry in "command of a company of volunteers, and some heavy cannon" assisted "in the operations at Trenton, and continued with the army during the winter campaign." (Simpson, Lives Eminent Philadelphians, 29-30).

135. Scharf, Hist. of Md., I, 189; Stryker, Battles of Trenton and Princeton, 433; Haltigan, The Irish in the Amer. Rev., 399.

136. Letter dated December 11, 1776, Samuel Chase (In Phila.) to Captain James Nicholson (in Baltimore) stated "it has been reported that you were coming up to this city with a body of seamen and Marines" of the Defence. (Amer. Arch., 5th Series, III, 1165); Scharf, Hist. of Md., II, 290, states Captain James Nicholson and Captain Cook of Defence were ordered to join the American Army at Philadelphia where they "arrived in high spirits and very desirous of engaging the enemy;" Cooper, Hist. Navy U.S., I, 254; Robert Morris in a letter dated December 27, 1776, to Pa. Council of Safety wrote that "Capt. Cooke, commander of the Maryland ship-of-war Defence * * *came up with upwards of 70 men to assist in the defence of" Philadelphia "as the Gondolas are going on service he offers to go in them as a reinforcement, and if need be at the place of action, he and his men will assist the artillery." (Pa. Arch., V, 138).

137. Stryker, Battles of Trenton and Princeton, Leatherneck, February 1-8, 1921; D.A.R. Mag., June, 1921, 303-312; Naval Institute Proc., November, 1923, 1848-1855; M.C. Gazette, September, 1921, 279-288; Pennsylvania Archives, Series 2, I, 234, 324-326.

138. To which Isaac Craig had been commissioned as Captain of Marines on October 22, 1776. (M.C. Gazette, September, 1921, 286-287; D.A.R. Mag., June, 1921, 306-310); See also Godcharles' article on Isaac Craig in Phila. Ledger, May 14, 1925.

139. Pa. Archives, Series 2, I, 239-375, shows about 529 Marines serving on vessels of Pennsylvania Navy; Leatherneck, February 1-8, 1921; D.A.R. Magazine, June, 1921, 303-312.

140. Papers of Cont. Cong., filed in Lib. of Cong., C.C. 78, 17, 301; See also C.C. 19, 5, page 533, for Report of Committee on this Memorial, dated September 29, 1781; See also Pa. Archives, IX, 497-499.

141. Pa. Mag. of Hist. & Biog., IV, 261; Journals of Congress; "During the War, when a Captain he was engaged in a fatal duel. * * *He had been, as we have seen, engaged in the Marine service, at the commencement of the war. After he had become a Captain of Artillery, disputes occasionally grew out of his former rank, and on such points, he was like most military men, tenacious of his rights. A misunderstanding on this subject occurred between himself and Major Eustace." Later Eustace said: "He is nothing but a _____ school-master." Porter replie "I have been a schoolmaster, Sir, and have not forgotten my vocation," and thereupon drawing his sword, struck Major Eustace with the back of it on the shoulder. A duel followed at the S.E. Corner of 9th and Arch Streets, Philadelphia, in what was for many years afterward the garden of General Cadwalader. Major Eustace was shot through the heart at the first fire with pistols. Porter was court-martial and acquitted and shortly afterwards promoted to the rank of Major. (Penna. Mag. of Hist. & Biog., IV, 288; See also Phila. Public Ledger, September 24, 1924); See D.A.R. Mag., June, 1921, 306, for his career; Penna. Archives, IX, 497-499, gives complete military history of Captains Craig and Porter in letter dated February 21, 1782 - Craig to Pres. Moore; Pa. Mag., 1880; Andrew Porter was commissioned Captain of Artillery in Army about April 28, 1777, but had date of commission antedated to January 1, 1777. Thus he sometimes appears erroneously as an Army officer at Battle of Princeton. (Pa. Archives, IX, 497-499); Godcharles in Phila. Pub. Ledger, September 24, 1924, and Year Book S.A.R. New York State, 1909, 591, states that on June 19, 1776, Porter was appointed a "Captain of Marines and ordered to the frigate Effingham." He did not, as has been frequently stated, serve on Columbus on the Bahamas Expedition. For excellent

141. (Continued)
biography (but which erroneously states he was in Army during battles of Trenton and Princeton) See Rogers, New Amer. Biog. Dict., 379-383.

142. Pa. Archives, 2nd Ser., XV, 658; Journals of Congress; See D.A.R. Mag., June, 1921, 310.

143. Journals of Congress.

144. Isaac Craig, after leaving the Andrea Doria, was commissioned by Congress as "Captain of Marines of the armed Galley called the Champion" of the U.S. Navy, on October 22, 1776. (Photograph of commission in D.A.R. Mag., June, 1921, 308; M.C. Gazette, September, 1921, 286-287).

145. Pa. Gazette & Weekly Advertiser, November 20, 1776, which shows Shaw commanded a company in Philadelphia on this date.

146. Stryker, Battles of Trenton and Princeton, 433, shows Craig in command of Andrea Doria's Marines, although it is known that he was detached from that vessel in September, 1776, having been relieved by Lieutenant Dennis Leary; Craig's commission dated October 22, 1776, published in D.A.R. Mag., June, 1921, and M.C. Gazette, September, 1921, showed him attached to the U.S. Galley Champion; Sketch of the Life and Services of Isaac Craig; Philadelphia Bulletin, September 17, 1923; Article "A Pennsylvanian"; See D.A.R. Mag., June, 1921, 306, for his career.

147. American Arch., 5th Series, III, 826; Richard Henry Lee to Samuel Purviance, Jr., November 24, 1776 (Burnett, Letters of Members of the Cont. Cong., II, 164, also published . . . Purviance, Narrative of Events Which Occurred in Baltimore Town During the Revolutionary War, 206); Earlier than this, however, June 25, 1776, Captain John Stewart, First Lieutenant Thomas Pownall and Second Lieutenant Richard Harrison were appointed to the Virginia. (Joseph Hewes to Purviance, June 25, 1776, in Purviance, Narrative of Events Which Occurred in Baltimore Town During the Revolutionary War, 200-201).

148. Out-letters Marine Committee, I, 208, (To Captain James Nicholson, March 4, 1778); Pa. Mag. Hist. & Biog., XV; On June 25, 1776, Congress approved recommendation of Marine Committee that Captain John Stewart, 1st Lieutenant Thomas Pownal and 2nd Lieutenant Richard Harrison would be Marine Officers of the "frigate building in Maryland." (Journals of Congress); On November 24, 1776, Richard Henry Lee, in

148. (Continued)
Philadelphia, wrote Samuel Purviance, jr., that before Purviance had recommended Mr. Plunkett a Captain Disney had been appointed Captain of Marines on the Virginia. (Amer. Arch., Series 5, III, 826); Out-Letters Marine Committee, I, 220, (To Col. John Beatty), and 281; Naval Records of the Revolution (Marine Committee to Plunkett), 69; Clowes, The Royal Navy, IV, 16.

149. Pennsylvania State Marines under Capt. William Brown "joined General Washington and fought at Trenton and Princeton" (Mag. of Hist., XXI, Nos. 2-3, 65); Pa. Archives, Series 1, (Rev. War 1775-81), 745; Pa. Archives, V, 37, 106; Pa. Archives, Series 2, I, 232, records him as "the First Captain of Marines, in the State service" appointed at least as early as January 18, 1776 (Pa. Archives, Series 2, I, 475) and went aboard Montgomery on March 5, 1776 (Pa. Archives, Series 2, I, 232); The memo book of the Pennsylvania Council of Safety for January 18, 1776, reads, "Instructions to the Captain of Marines" (Pa. Archives, Series 2, I, 475) and on September 13, 1776 "Captain William Brown, of the Marines, on board of the ship Montgomery, has 55 men; recommended by Mr. Wharton for the command of the Floating Battery," (Pa. Archives, Series 2, I, 489); See also Id., 324-326, 328, 386; See Pa. Archives, V, 135; At his first joining the Army around Trenton, Captain Brown reported that he found himself under the command of Major Proctor (Pa. Archives, Series 2, I, 698); "the Marines commanded by Captain William Brown took part in the Battle of Princeton on 3d of January, 1777, and remained attached to the Army until the 23d of that month." (Pa. Archives, Series 2, I, 234); but letter to President Wharton dated January 27, 1777, in Pa. Archives, Series 2, I, 698-699, shows him at Princeton still with the Army; Pa. Archives, Series 2, I, Revolutionary War, 248, states that Captain Brown was appointed on March 5, 1776, but this is his appointment to the Montgomery; Captain William Brown was denied a pension. (Annals of Congress, XIX, 300, 319).

150. Pa. Archives, V, 165 (Dr. Gerardus Clarkson to Captain Jos. Blewer, January 5, 1777).

151. Captain William Shippin served as a Naval Officer of the Pennsylvania Navy on various dates, but was a Marine Officer of the Pennsylvania State Navy when he was killed in action at Princeton, January 3, 1777, while leading his Marine Guard of the Hancock; On shore with his Marines of the Hancock at Burlington

151. (Continued)
(Jerseys) searching for Hessians from December 12 to 17, 1776. (Private Journal of Margaret Hill Morris of Burlington, 6-12; Stryker, Battles of Trenton and Princeton, 45-46, 454; Watson, Annals of Philadelphia, II, 312; Leatherneck, February 1, 1921, 3; American Archives, 5th Series, III, 1230); Present at the Battles of Trenton, Assanpink and Princeton; "landing with his company of Marines and joined the forces of Washington in his memorable crossing of the Delaware on Christmas night for the attack on Trenton, and in the subsequent Battle of Princeton he was killed. He was buried first in the Friend's Cemetery in that place, and twelve days after, his body, together with that of General Mercer, who was killed in the same action, was brought to Philadelphia, the hearses which bore them crossing the river on the ice. He was interred in St. Peter's Church-Yard, attended by the Council of Safety, Members of the Assembly, a Company of Virginia Light Horse, and a large number of citizens." (Report of Board of Managers, Pa. Soc., Sons of Rev., 1895-96, 52); The Pa. Evening Post of January 18, 1777, shows Shippin's remains were brought across the frozen Delaware on January 17, 1777, and describes funeral and interment in St. Peter's; a mural tablet erected by the Pennsylvania Society of Sons of the Revolution, was unveiled in St. Peter's Church, Philadelphia, on January 3, 1896, the Rev. G. Woolsey Hodge, M.A., Chaplain of the Society, preaching the sermon. (Report of Bd. of Mgrs., Pa. Soc., Sons of Revolution, 1895-96, 49-56; Philadelphia Evening Bulletin, August 14, 1920 - Article "Old St. Peter's"); married Benjamina Fisher, June 2, 1770 (Bronson & Hildeburn, Records of Zion German Lutheran Church, Philadelphia);"Inscriptions in St. Peter's Church Yard;" a fish and meat merchant in April, 1775. (Pa. Packet, April 3, 1775); had son and daughter, William and Ann, who survived him, and who were granted pensions. (Pa. Mag. of Hist. & Biog., XXXXII, No. 167 (1918), 263-265, 266, 270, 273; See also Scharf & Westcott, Hist. of Philadelphia, I, 337); Colonel Lambert Cadwalader wrote Samuel Meredith on January 7, 1777, that "our loss is General Mercer wounded, Colonel Haslitt, and a Captain of Marines, with a few privates killed." (Stryker, Battles of Trenton and Princeton, 448); Margaret Hill Morris in her Private Journal wrote under date of January 5, 1777, 21, that she "learned today that Captain Shippin, who threatened to shoot my son for spying at the gunboats, is killed"; Daughters of the American Revolution Magazine, June, 1921; Memoirs of General Wilkinson, 146; N.J. Archives, 2nd Series, I,

151. (Continued)
263; Pa. Mag. of Hist. & Biog., XLII, No. 167, 262-265, 266, July, 1918; Eighth Annual Report of the Penna. Soc., Sons of the Rev., 1895-96; Marines Magazine, July, 1920, 11; Leatherneck, February 1, 1921, 3; Trevelyan, The American Revolution, II, Part 2, 146; When General Mercer's remains were removed from Christ's Church and reinterred at Laurel Hill Cemetery, Philadelphia, Pa., in 1840, his "coffin borne by U.S. Marines was attended by a large military procession at the head of which was a detachment of U.S. Marines." (A.&.N. Chron., December 10, 1840).

152. Memorial of Officers and Privates, in Pa. Archives, Series 2, I, 386-389.

153. Pa. Archives, Series 2, I, 248, 261, carries Captain Forrest as a Marine Officer of the Pennsylvania Navy, appointed March 13, 1776, and commanding the Arnold Battery from May 1, 1776 to September 1, 1776; this officer then joined Proctor's Artillery; See Original Muster Roll in State Library at Harrisburg, Pa.; he was son of William Forrest and Sarah Hall (married July, 1746), members of Society of Friends, was born in Philadelphia, July 12, 1747, and attended the school of David James Dove; married Anne Whitepain on April 28, 1770. (Pa. Mag. of Hist. & Biog., XLVII, No. 188, October, 1923, 371); died on Sunday before March 23, 1825, 78 years of age. (Norristown, (Pa.) Herald, March 23, 1825; Pa. Mag. Hist. & Biog., October, 1914, 452); New England Mag., N.S., IX, February, 1894, 679 and D.A.R. Mag., July, 1923, 411 contain his likeness.

154. Pa. Archives, 2nd Series, I, 248, unambiguously shows him as Captain of Marines on board Arnold Battery, March 13, 1776; He commanded artillery at Battle of Trenton "under the immediate order of General Washington" (Wilkinson's Memoirs, I, 729, pub. in Niles Weekly Register, XII, 282); Pa. Mag. Hist. & Biog., XLVII, No. 188, October, 1923, 371, states he was "appointed Captain of a Company of Marines by the Committee of Safety on March 13, 1776, and served with Arnold's Floating Battery on the Delaware;" Original Muster Roll dated September, 1776, shows him commanding Marines of Arnold Battery; a letter of Corporal David Fick dated November 6, 1776, in Pa. State Library and Museum, Harrisburg, shows that Forrest on that date was a Captain in Proctor's Artillery; same shown by Petition of Forrest, Proctor and others, signed November 27, 1776, at Fort Island;

154. (Continued)
On December 7, 1776, Proctor reported that Captain Thomas Forrest's Co. of Artillery had marched the day before to join Washington; See Headley, The Illus. Life of Washington, 201.

155. Pa. Archives, V, 142, contains a letter Thomas Forrest to Col. Proctor stating he had just "returned from Trenton after defeating the Brass Caps and Crous Coups"; Memoirs of General Wilkinson, 129.

156. Griffin, History of Commodore John Barry, 19; Mag. of Hist., August-September, 1915, 65.

157. George Washington at "Camp above Trenton Falls, 23 December, 1776" wrote Joseph Reed, in the absence of Colonel Cadwalader, that as the "Colonels of the Continental Regiments might kick up some dust about command unless Cadwalader is considered by them in the light of a Brigadier," he had arranged matters that way. (Peters Papers, VIII, 107, Pa. Hist. Soc., Phila.); Carrington, Battles Amer. Rev., 267-268; George Washington at McKonkey's Ferry wrote Cadwalader at 6:00 p.m., the 25th: "If you can do nothing real, at least create as great a diversion as possible." (Cadwalader Papers, I, 13, Pa. Hist. Soc., Philadelphia).

158. Wrong, Washington and His Comrades in Arms, 105-107.

159. Sparks, Life of Washington, 211; some authorities state that Durham boats were used. (N.J. Archives, II, 2nd Series, 482).

160. Glover's "Marine Regiment" (Peabody, John Manly, 2-11); Mrs. Martha J. Lamb, Hist. of the City of New York, II, 148-150, wrote: "The Marblehead Mariners, who did such a good service on the retreat from Long Island, bravely manned the boats, Knox superintending the embarkation; (Wrong, Wash. & His Comrades in Arms, 105-107), wrote Washington "had skilled boatmen from New England"; C.C. Haven, Historic Manual Concerning the Three Battles at Trenton, Princeton, 9-81, wrote: "The hardy fishermen from Mass. under the command of Colonel Glover, were still in service with the reserves of some of the fighting States who clung to Washington and Freedom's cause. These faithful sailors and soldiers took care that the boats should not be seized or used by the hireling Hessians"; "The critical state of the river, which had been frozen over above the ferry, but was then running rapidly with masses of ice, so sharp and jagged that boats could only be navigated

160. (Continued)
across the stream with the utmost care and labor by the Marine soldiers from New England, and the "alongshoremen," riggers, ship masters, &c., from Philadelphia, (eighty-two of them under Moulder, with his famous battery), occasioned a delay of eight or nine hours. Lutze's celebrated picture of this scene is, in the main delineations, a strikingly interesting illustration of it; but he is charged with the license of a painter, as well as using an anachronism in point of time, in representing a general officer, probably General Knox, one of the truest and most beloved of Washington's friends, lustily bearing up the flag of the Stars and Stripes, before we had that noble banner ordered by Congress to be the American emblem of our Union. He errs also, in representing the crossing in marine boats instead of Durham barges, so called in those days, in use here. But these seem to me trifling errors when the spirit of the design is so well made manifest."; "Lieutenant Cuthbert of Moulder's along-shore boys assured his son they assisted in piloting Washington across. Several of the Jersey boatmen on the river are said to have done this; but the Annals of Portsmouth, N.H., report that when the General asked who will take the lead? he was answered that Captain Blount was a coaster and acquainted with the Delaware navigation. Then Washington replied - 'Captain Blount, please take the helm!' He it was, then in connection with the brave Marblehead Marine soldiers under Colonel Glover, who probably managed this perilous Argonautic enterprise....."; "I will now give a few extracts from a personal description given by Lieutenant, afterwards Captain, Cuthbert of Moulder's battery, and 'alongshoremen,' whose effective service on the three 'critical days' in Trenton, and the one afterwards at Princeton, for my narrative would be at fault if it did not refer to it. Such gallant sea-bred soldiers as the Marblehead regiment of Colonel Glover, and the Philadelphia young Marines and shore-hands under Captains Moulder and Cuthbert, were indispensable as an arm of Washington's force, which he more than once extolled as serviceable and dauntless when most needed."

161. Meany; Commodore John Barry; Griffin, Commodore John Barry, 19.

162. Sketch of the Life and Services of Isaac Craig.

163. Pa. Archives, Series 2, I, 234.

164. See Notes 19-27, Chapter IV.

165. Paullin, Navy Amer. Rev., 377; Pa. Archives, Series 2, I, 234; Mag. of Hist., August-September, 1915, 65; Scharf & Westcott, Hist. of Philadelphia, I, 297; William Cosgrove who on October 5, 1775, enlisted as a private of Marines in the Pennsylvania Navy "was assigned to the Burke of the Pennsylvania Navy, one of General Washington's Delaware River transport, and guard boats." (Pa. Archives, Series 2, I, 257); Private Franklin Green Cosgrove, who enlisted in the Marine Corps on October 10, 1922, is a direct descendant of this Private William Cosgrove. Their common ancestor, Abraham Clark, signed the Declaration of Independence on behalf of N.J.

166. See Note 23, Chapter IV.

167. M.C. Gazette, September, 1921, 279-288; D.A.R. Mag., June, 1921, 303-312.

168. Pa. Archives, Series 2, I, 234.

169. Nat. Intell., of Washington, February 25, 1852, refers to "Leutze's great national picture of Washington crossing the Delaware" being sold for $10,000.00.

170. Memoirs of General Wilkinson, 131; Scharf, Hist. of Maryland, I, 240.

171. Washington to Heath, December 28, 1776 (Coll., Mass. Hist. Soc., IV, 4th Series, 33-34); the report of the court-martial of the Hessian survivors is pub. in Pa. Mag. Hist. & Biog., VIII, 45-49, quotes Rall as saying that "Fudge! these country clowns shall not beat us."

172. Report of Washington, dated December 27, 1776, to Congress in Baltimore; Ramsay, Hist. of Amer. Rev., (1791), 319.

173. Denison, Pictorial Hist. of the Wars of the U.S., 87; "This well-judged and successful enterprize revived the depressed spirits of the colonists and produced an immediate and happy effect in recruiting the American Army." (Morse, Annals of the Amer. Rev., 206); "This small success wonderfully raised the spirits of the Americans." (Annual Register, 1777, 15-17).

174. Memoirs of General Wilkinson, 132; See Papers of George Washington, XXXVIII, 4836; Gordon, Hist. Amer. Rev., II, 393-398.

175. Stryker, Battles of Trenton and Princeton; Ford, Writings of George Washington, V, 136-137; Gordon, Hist. Amer. Rev., II, 393-398.

176. Scharf, Hist. of Md., II, 292; These Marines were from the Defense, the Marine Officer of which, on September 19, 1776, was Captain Garret Brown. (D.A.R. Mag., July, 1923, 410, citing Maryland Archives, 606, 654).

177. Stryker, Battles of Trenton and Princeton, 242-243, shows the Marines hiked from Burlington to Bordentown with Cadwalader; Captain Brown's Company served in artillery under Major Proctor. (Pa. Archives, 2nd Series, I, 698-699).

178. Stryker, Battles of Trenton and Princeton, 434-435, sets forth a letter from General John Cadwalader to General Washington dated December 31, 1776, at Crosswicks in which he states that "Major Nicholas of the Marines" desired to go after Elisha Laurence, the late sheriff of Monmouth, who had collected about 70 men at Monmouth Court House and had imprisoned 20 men for refusing to bear arms; American Archives, Series 5, III, 1514.

179. Ford, Writings of George Washington, V, 142; Stryker, Battles of Trenton and Princeton, 242.

180. Referred to as "2nd Battle of Trenton," the "Battle of Assanpink," and the "Cannonade at Trenton"; Haven, Thirty Days in New Jersey Ninety Years Ago, 4-5, 34-42; R. Lamb, Original and Authentic Journal of Occurrences During the Late American War, 132-133, states the British "troops were checked by some field pieces which were posted on the opposite bank."; "The surprise and capture of the Hessians, or Washington's coup de main, as the French strategic phrase is, has long been called the battle of Trenton. Of late, however, new revelations of contemporaneous events, now admitted by authentic historians and historical societies, show that it was not the only engagement in the revolutionary struggle here deserving the name of a battle. If conflict and loss of lives and success in repulsing an enemy constitute a battle, the fighting on the 2d of January, 1777, just a week after the Hessians were taken, continuing from Shabbakonk, on the heights of the town, near Trenton, through Greene and Warren Streets, and finally at the Assanpink Bridge and opposite the fords of that little stream, this was in every sense a more important battle than the gallant but short-lived success of our army on the 26th of December, 1776." (Haven, A

180. (Continued)
New Historic Manual Concerning the Three Battles at Trenton, Princeton, New Jersey, During the War for American Independence, in 1776 and 1777, 9-81).

181. There are many descriptions of the Battle of Princeton for example, Wrong, Wash. and His Comrades in Arms, 105-107; Ferrett & Co., Philadelphia, Stories of the Amer. Rev., 106-110; Mahan, Major Operations of the Navies in War of Amer. Independence, 48-49; Carrington, Battles Amer. Rev., 36, 271-273; Fiske, The Art of Fighting, 194-195.

182. Pa. Archives, Series 2, I, 234, stated Wm. Brown's Marines fought at Princeton and were attached to Army until January 23, 1777; Griffin, Hist. of Commodore John Barry, 19.

183. "Inscriptions in St. Peter's Church Yard, Philadelphia"; Mag. of Hist., VIII, 43; Scharf & Westcott, Hist. of Phila., I, 337; "The Princeton Battle Monument," 119; Haltigan, The Irish in the Amer. Rev., 396; Trevellyan, "The Amer. Rev., II, Part 2, 146;" Colonel Lambert Cadwalader wrote Mrs. Samuel Meredith, January 7th: "Our loss is General Mercer, wounded, Col. Haslitt and a Capt. of Marines, with a few privates killed." (Stryker, Battles of Trenton and Princeton, 448); Lossing, American Revolution, II, 30; N.J. Archives, 2nd Series, I (newspaper extracts), 1776-1777, 263, states that "William Shippin was a merchant in Phila., before the war and engaged in the coasting trade. In December, 1776, he commanded a company of Marines in the American fleet on the Delaware river; left the fleet with Col. Cadwalader's force; took part in the Battle of Assanpink, Jan. 2, 1777; was killed in the beginning of the fight at Princeton; buried at the Stony Brook Friends' burial-ground, and afterwards in St. Peter's Churchyard in Philadelphia"; and also published this extract from the Penna. Evening Post, of January 18, 1777: "yesterday the remains of Capt. Wm. Shippin, who was killed at Princeton the 3d inst., gloriously fighting for the liberty of his country, were interred in St. Peter's Churchyard. His funeral was attended by the Council of Safety, the Members of Assembly, Officers of the Army, a troop of Virginia Light Horse, and a great number of inhabitants. This brave and unfortunate man was in his 27th year, and has left a widow and three young children to lament the death of an affectionate husband and tender parent, his servants a kind master, and his neighbours a sincere and obliging friend."; A Journal by Charles Willson Peale (the artist and soldier) pub. in Penna. Mag. of Hist. & Biog., (1914),

183. (Continued)
271-286, reads: "We lost in all about 12 men. General Mercer was wounded in leg and fell into the enemy's hands when our men were first surprised; and when they, in turn, were obliged to fly, they stabbed him with a bayonet; we lost besides, Capt. Shippin of the 2d Battalion and a Lieutenant of the First of Philadelphia Militia."; Journal of Margaret Hill Morris, 21-23, states under date of January 5, 1777: "I heard today that Capt. Shippin who threatened to shoot my son for spying at the gondolas is killed"; Memoirs of General Wilkinson, 146; Penna. Evening Post, January 18, 1777; Carrington, Battles of the Amer. Rev., 289; N.J. Archives, 2nd Series, I, 263; Funeral of Mercer (Pa. Archives, V, 222); Funeral of Haslitt and Morris (Idem, 223); Shippin killed at Princeton and buried at St. Peters. (Hageman, Hist. of Princeton and Its Institutions, I, 141-144); Killed at Princeton and first buried in Jersey and moved to St. Peter's. (Bronson and Hildeburn, Inscriptions in St. Peter's Church Yard, 562-563); Winsor, Narr. & Crit. Hist. of Amer., VI, 378-379; Haven, Thirty Days in New Jersey Ninety Years ago, 34-42; Moore, Diary of the Amer. Rev., I, 371; Harper, Encyc. of U.S. Hist., VII, 297; Frelinghuysen, Hist. of Princeton and Its Institutions, 141-144; Carrington, Battles, Amer. Rev., 289; Jones, Gustavus Conynham, 4.

184. Penna. Mag. of Hist. & Biog., IV, 261; Godcharles in Phila. Pub. Ledger, September 24, 1924, states that this was at Trenton.

185. A Journal by Charles Willson Peale, pub. in Pa. Mag. of Hist. & Biog., 1914, 271-276; Captain Peale's Company served in Cadwalader's Brigade at Battle of Princeton. (Idem).

186. Pa. Archives, IX, 497-499; Nicholas to President of Cong., August 10, 1781, Ms. Div., Lib. of Cong., 78-17-301.

187. See Letter dated March 1, 1777, of Col. Thos. Proctor to Owen Biddle, member of Pa. Council of Safety pub. in Pa. Archives, V, 250.

188. See Note 44, Chapter IV; "That there is due, to Major Samuel Nicholas, for himself and a detachment of three companies of Marines which he commanded on artillery duty, for which they were to receive additional pay, viz. Captain Porter's company, from 1st February to 1st July; Captain Mullen's company, from 1st February to 1st March; and Captain Deane's Company, from 1st February to the 1st April, the sum of 895 15/90. (Journals of Cont. Cong., VIII, 1777, 624 - August 8, 1777).

189. Pa. Archives, Series 2, I, 437-438; Pa. Archives, V, 235.

190. Papers of George Washington (Craig to Wash., March 18, 1779); Papers of George Washington, Vol. 192: 23887 (March 9, 1782).

191. Orders from Captain Smedley of the Defense for taking brig Grog, a prize, into port near Boston, March, 1777. (Coll. Conn. State Library, Hartford, IX:98); Schedule of Cargo of brig Grog, 1777. (Idem, IX:102b); Instructions from Governor Trumbull to Agent Samuel Eliot, regarding brig Grog, April 26, 1777. (Idem, IX:103).

192. Perkins, France in the Amer. Rev., 131, 157; Dill & Collins Co., 1923, The Pictorial Life of Benjamin Franklin, Printer, Etc.; Harper, Encyc. of U.S. Hist., X, 362; Paullin, Navy Amer. Rev., 262; Franklin Papers, Amer. Philo. Soc., Phila., IV, 118, Calandar, I, 189; Wharton, Dip. Corr., II, 179-181; Perkins, France in Amer. Rev., 130; In September, 1776, The Continental brig Reprisal, while lying at Martinique, W.I., bore a flag of thirteen stripes, yellow and white field, Her Marine officers were Captain Miles Pennington and Lieutenant John Elliott. (The Standars, Flags and Banners of the Pa. Soc., of Sons of the Rev., 27, quoting Preble, Hist. of Flag, 220); See also Remembrancer, Part II, 1776, 277-278, describing a vessel at Martinique that shows American colors with a "field white and yellow, with 13 stripes."

193. Paullin, Navy Amer. Rev., 284.

194. Report of Captain Wickes to Committee of Secret Correspondence in Papers of Cont. Cong., XXIII; Stevens, Facsimiles, Nos 46; Hale, Franklin in France, I, 114-115; Franklin Papers, Amer. Philo. Soc., XXXIII, 57; Papers, C.C., 78, 23,1777; Muster Roll in the Franklin Papers of Amer. Philosophical Society of Phila., V, 62, shows Captain Miles Pennington and Lieutenant John Elliott as Marine Officers of the Reprisal.

195. "Remarks on Cruise of Sch'r. Active, Andrew Gardner, Capt.," in Navy Library.

196. Poulson's Advertiser, June 10, 1824; Phila. Bulletin, June 10, 1924; See Resolution of Congress, July 2, 1788, regarding prizes captured by Reprisal and Dolphin in European waters.

197. Marine Committee Letter Book, Morris to Jones, February 1, 1777; Idem, Morris to Hopkins, February 5, 1777; Sands, John Paul Jones (1830), 42-43; Paullin, Navy Amer. Rev., 174-176; John Paul Jones Commemoration at Annapolis, April 24, 1906, 158; DeKoven, John Paul Jones, I, 137-141.

198. Jones, Hist. of Georgia, II, 269, cited by Paullin, Navy Amer. Rev., 461.

199. Cooper, Lives of Disting. Amer. Nav. Off., II, 30-31; See also Laughton, Studies in Naval History, Biographies, 372-373; Sands, John Paul Jones, 69-70; Stevens, Story of the Navy, 13-14; DeKoven, John Paul Jones, I, 210-211 denied that he first hoisted Stars and Stripes; On March 24, 1818 Mr. Westover of N.Y., said in Congress he had "repeatedly heard" that the first Stars and Stripes had been first used by a citizen of Phila. on his own vessel and afterwards adopted by the Congress of the Revolution, as appropriate to and emblematical of these confederated states." (Annals, Cong., 1818, II, 1458-1463).

200. This Flag which was later flown on Raleigh & saluted at Brest was on Bon Homme Richard. Stafford pulled flag out of water & it is in Nat. Museum today. (Naval Institute Proceedings,); See also DeKoven, John Paul Jones, I, 210-211; The Raleigh was launched at Portsmouth, N.H., in 60 days from the time when her keel was laid. (Belknap, Hist. of N.H., I, 369); The Raleigh was launched May 21, 1777. (N.H. Genealogical Rec., I, 1907, 25); launched in May, 1777, (Granite Monthly, 1881-2, V, 64-68); "The Liverpool Privateers with an Account of the Liverpool Slave Trade," (DA77-W5) describes a battle between Liverpool privateer Pole and American Tartar that flew the "Thirteen Stripes"; Spears, Hist. of Our Navy, I, 134-135, wrote that Jones hoisted on Ranger "Old Glory" for the first time.

201. Moore, Diary of the Rev., 464-465; Penna. Journal, July 9, 1777; See Scharf & Westcott, Hist. of Phila., I, 343; See also Pa. Archives, V, 411; The first hoisting of the new flag afloat occurred at Philadelphia at noon July 4, 1777, wrote Clark, Naval Hist. U.S.; See also Watson, Annals of Philadelphia, 295.

202. Cooper, Hist. Navy U.S., I, 280; Lieutenant Victor Bicker, Jr., was appointed Marine Officer of Congress on December 5, 1776, and assigned duty of guarding Congress, Montgomery, other ships and stores "belonging to the Continent." (Amer. Archives, 5th Series, III, 355).

203. Greenwood, Captain John Manley, 60-61.

204. The following anecdote is very interesting but the Boston never was without a regular Marine Officer. As the ships drew near he told Lieut. Magee of the Navy that he "must head the Marines." "The Lieutenant at first hesitated as though he would rather decline the desperate office." "Then," said Tucker, "take my place and I will head the boarders; for she must be taken." "No," replied Magee, "I will go and do my best." The Boston soon grappled and the boarding began. "Magee fell in the onset; heading his band of Marines, he leaped the bulwark; and scarcely had his foot touched the deck of the enemy before this gallant, noble-hearted young man was assailed by numbers, and a sword pierced his heart," and he "died gloriously." (Life of Samuel Tucker, 69-70).

205. Certificate dated August 24, 1785, on file in M.C. Hist. Section; Stephen Meeds of Ship Raleigh (entered August 19, 1776) signed for certain provisions up to April 1, 1777. (N.H. Rev. Rolls, III; Navy Library, Class 3, Area 7); Pension Records of New Hampshire, Rev. War Rolls shows that Private John McCoy was wounded.

206. Clowes, The Royal Navy, IV, 4, states Cabot was captured on March 26, 1777.

207. Franklin Papers, Penna. Hist. Soc., II, 11.

208. New England Hist. and Gen. Reg., XXXIII, 36-41.

209. Mass. S.&.S., I, 825, shows Captain Baxter was prisoner at Halifax in October, 1777, and Lieutenant Bubier and Capt. Baxter exchanged on the 9th for Captain John Aire; Idem, II, 301, 742; Mass. Mag., I, 97; Nicholas, Hist. Rec. of the Royal Marine Forces, I, 94, states that the Hancock and Boston defeated Fox and that the "honorable James John Napier, Lieut. of Marines"was killed; D.A.R. Mag., July, 1923, 409, 410; See Coll. of the Mass. Hist. Soc., IV, 5th Series, 68-70; David Greeley, son of Captain Andrew Greeley, of Kingston, N.H., was Sergeant of Marines on Hancock and on December 24, 1777 his exchange was ordered, he being in Halifax. (Mass. Rev. Arch., Vol. 168, 56-57½).

210. On February 14, 1777, Wickes reported his "Lieut. of Marines had a musket ball lodged in his wrist." (Hale & Hale, Franklin in France, 114); Remembrancer, 1777, V, 362-363; Tyler, Encyc.of Biog., Virginia, II, 151;

210. (Continued)
Clowes, The Royal Navy, IV, 9, gives the date as September 19 and states that "amongst the Lexington's killed and wounded were the Master, First Lieutenant of Marines and Gunner"; Alert C.O. on September 24, 1777, reported Lieut. of Marines of Lexington killed. (Steven's Facsimiles, No. 1695); Muster Roll of Lexington gives James Connelly as Marine Officer. (Franklin Papers, Penna. Hist. Soc., II, 9, 11).

211. See Note 194.

212. The Dolphin carried eight Marines in April, May, June, 1777 (Muster Rolls of Dolphin in J.P. Jones Papers, I); A Muster Roll of Dolphin, 1777, shows these names of Marines: Cape Pravo, Rainey Pravo, Jno. Lemance, William Cannow, Pettre. Provo, Charles Dedo, James Canse, and Champaine. (Navy Lib., MS. Class 2; John Paul Joness Mss. Lib. of Cong., enclosed in Nicholson to Walker, August 2, 1788).

213. Franklin Papers, Amer. Phil. Soc., Phila., VI, 193, 194: Calendar, I, 283, 284.

214. Harper, Ency. of U.S. Hist., X, 352; Franklin Papers, Amer. Phil. Soc., Phila., XXXIII, 256, Calendar, III, 289, 294, Catharine Pennington relict of Capt. Miles Pennington, to Benjamin Franklin, December 15, 1785 and January 13, 1786 in which she requests relief; Hale & Hale, Franklin in France, 129; Paullin, Navy Amer. Rev., 291-292; Captain Pennington left a Will bequeathing everything to his wife and family. Will dated April 30, 1776, filed in Register of Wills Office, Philadelphia, Pa., Vol. R, Will No. 92, page 94; See United Service, II, July, 1902, No. 1, 107-109, giving a list of "Never Heard From" vessels that does not include Reprisal"; The cook was the only survivor. (Paullin, Navy Amer. Rev., 292); Lossing, Hist., U.S., IV, 1025. On September 9, 1777 the American Commissioners Franklin, Deane and Lee wrote Wickes that they were sending despatches to America by Captain Bell; that "the officer who comes with Captain Bell to take a passage with you for America will act, if occasion requires, as a Marine on board. He is recommended as a brave man, and * * * hope * * * that he may be of service as well on his passage as after his arrival." (Thomas Mss reprinted in Deane Papers, N.Y. Hist. Soc., II, 128-129, 200, 228-229 that indicate his name might be Chandler).

215. Franklin Papers, Amer. Phil. Soc., Phila., VII, 38; See also Stevens' Facsimiles, No. 1658, Pub. Rec. Of-

215. (Continued)
fice, American and West Indies, Vol. 605, No. 7 in Lexington docket; See John Paul Jones, Mss., Lib. of Cong.; enclosed in Gunning Bedford Certificate of October 18, 1779.

216. Dandridge, American Prisoners of the Rev., 187; Paullin, Navy Amer. Rev., 407; Div. of Records, Navy Library, Class 3, Area 7, 1777-1778 and Class 2XD; Southern Literary Messenger, XXIV,-N.S.; III,-140; New England Hist. and Gen. Reg., XXXIII, 36-41; See Amer. Archives, 5th Series, III, 598, that shows Jacob Valentine was Marine Officer of the Mosquito on November 8, 1776; See also Benjamin, The U.S. Naval Academy, 18; With the Peace of 1783, Virginia disposed of all her war vessels except the Liberty and Patriot which she retained as revenue cutters, (Virginia Navy Papers, II; Paullin, Navy Amer. Rev., 416) with the consent of Congress as required by the Articles of Confederation (Journals of Cont. Cong., October 3, 1783). These two boats were still in the employ of the State in 1787. The Liberty saw more service than any other State or Continental vessel of the Revolution. She was in the employ of Virginia from 1775 until 1787. (Paullin, Navy Amer. Rev., 417).

217. In October, 1777, George Washington sent 100 sailors from his Army to Commodore Hazelwood (Washington to Hazelwood, October 28, 1777, George Washington Papers, LIX, 7576).

218. George Washington Papers, LIX, 7560, shows Abel Morgan as Lieut. of Marines on frigate Washington abreast of Whitehill, on October 26, 1777.

219. Allen, Naval Hist. of the Amer. Rev., I, 241-246.

220. Pa. Mag. of Hist. & Biog., XLII, No. 164, July, 1819, 262.

221. See Clark, Naval Hist. U.S., II, 51, for information concerning "orders given by General Washington to scuttle the frigates in the River Delaware."; See also N. J. Archives, 2nd Series, I (Newspaper Extracts), 1776-1777, 493-496, for information concerning destruction of American vessels; on October 26, 1777, Lieutenant Abel Morgan, Sergeant Robert Dougheay, Private Benjamin Stewart and others were serving on the frigate Washington. (George Washington Papers, LIX, 7560).

222. Journals of Congress; Leatherneck, February 26, 1921.

223. N. J. Archives, 2nd Series, I, 521-522.

224. Out-Letters of the Marine Committee, I, 69, February 1, 1777.

225. Out-Letters of the Continental Marine Committe and Board of Admiralty, by Paullin, I, 171; See also Idem, 172-173 (Letter to John Deshon).

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AFLOAT AND ASHORE, 1778-1779

Chapter VI, Volume I,

History of the United States Marine Corps

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FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

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CHAPTER VI

AFLOAT AND ASHORE, 1778-1779

The year 1778 opened with cheerful prospects. On the 27th of January, the Bluejackets and Marines, under Captain John Trevett, the Marine officer of the sloop Providence[1] (Captain Rathbourne) landed at New Providence, Bahama Islands and by strategy occupied the forts there.

The Providence was abreast the harbor of New Providence about midnight. Captain Rathbourne placed Captain Trevett in charge of the landing party consisting of 28 Marines and Bluejackets. "I had picked out my lambs!- better I could not wish - all smart and active except one lame," wrote Captain Trevett. "He said to me, 'I cannot run.' I said, 'you are the man I should choose.'"[2]

The men carried nothing ashore to eat or drink, but filled their "pockets with ball cartridges." The landing was made about a mile from Fort Nassau and a few minutes after the Marines heard the half-hourly call "All is well!" in the fort, they placed the scaling ladder near one of the embrasures and soon had the fort in their possession. Only two sentinels were in this fort, who were seized and explained the absence of troops in the forts. It was now two o'clock in the morning and Captain Trevett kept their presence unknown to the Governor and troops stationed in the town by continuing the half-hourly call of "All is well!" The remainder of the night was spent in placing

"some of the heavy pieces of cannon to point on the different streets of the town, and on the ships."

At day-break Captain Trevett set the "thirteen Stripes flying at the fort." This was the first time the Stars and Stripes "appeared over a foreign stronghold."[3] By the clever stratagem of marching from one point to another inside the fort at regular intervals, with the music blaring forth martial notes, the Americans created the belief in the town that they were more numerous than they were.[2] To strengthen this impression Captain Trevett requested an old Newport friend living in town to visit him so that he could use him to unwittingly spread this propaganda. Captain Trevett informed his friend that Biddle's Fleet was off Abaco and that Captain Trevett had 250 men with him. This information soon reached the Governor and other officials.[2]

Lieutenant Michael Moulton with two men, was sent through the town to capture the other fort and he succeeded without any difficulty. The ship Mary, and a brig in the harbor were next captured by clever bluff.

About 2:00 P.M., the Providence anchored, just before a British privateer started to enter the harbor, which the inhabitants warned off. The Americans in the fort ran up the "Yankee Flag" and took a pot shot at her, but the Britisher soon anchored beyond range of the American guns.

Captain Trevett next ordered Lieutenant Moulton to

spike his guns at the other fort, four miles away, and join him. The next morning the Governor sent emissaries to talk with Captain Trevett who informed them that Commodore Biddle had given him orders to take the forts and all war-munitions but to spare private property.[2] The Americans called the natives "Rabble of Colors" or "Black Beards."

That afternoon the British privateer landed men and guns, and other efforts were made to resist the Americans. Captain Trevett sent "one Jack Scranton, a Rhode Island young man," to "shin the flag-staff up to the head of the topmast," with orders to nail the flag to the mast. He next sent a message to the Governor that if the people did not disperse "in 15 minutes after the flag returned to the fort" he would "cannonade the town," with no quarter being given or asked. As he read this note the Governor could see Jack Scranton nailing the "Stars and Stripes" to the top of the flagstaff. Feeling that discretion was the better part of valor he ordered his forces to disperse.

That night all hands were busy getting the ammunition and warlike stores out of the fort on board the Providence. Then the guns of the fort were spiked.

One ship and a brig had been captured, two American schooners and 30 American prisoners had been released, and two forts had been dismantled, "all without any blood being shed."

Captain Trevett, with thirty men, was placed in command of one of the prize ships and the Providence and her prize, after a stormy passage, arrived safely in Bedford.[4]

Marines of the Effingham, under Lieutenant John Cokeley,[5] were with Barry in his spectacular capture of a British schooner off Fort Penn, near Philadelphia, about March 8, 1778. Barry's ship was off White Hill, N. J.,[6] above Philadelphia. Under orders of the Marine Committee he led a boat expedition of 28 men down the Delaware past Philadelphia, with muffled oars. He attacked and carried, by boarding, a man of war sloop, capturing six officers, ten soldiers and about a hundred seamen and Marines.[7]

The Marines of the Black Snake under Captain of Marines Hayes (a nephew of General Conway) and a junior Marine Officer, in this year, participated in some dramatic experiences around Portsmouth, Va., and in the Great Dismal Swamp.[8]

During an engagement with the British warship Yarmouth on March 7, 1778, the Randolph blew up.[9] Captain of Marines Samuel Shaw was her Marine Officer and was lost with her.[10] He had relieved Lieutenant Panatier de la Falconier who had voluntarily relinquished his commission on the Randolph.[11] A detachment of fifty men[12] from the First South Carolina Infantry (under Captain Joor and Lieutenants Grey and Simmons) was also serving on board the Randolph as Marines.[13] Other detachments of this regiment served as

Marines on board the General Moultrie,[14] Polly, Notre Dame, and Fair American, that were with the Randolph when she blew up.[15] Two days before this battle "Captain Blake, a brave officer, who commanded a detachment of the Second South Carolina regiment serving as Marines on board the General Moultrie" dined on board the Randolph with Biddle.[16]

On March 9, 1778, the Alfred and Raleigh were chased by the British ships Ariadne and Ceres. The Marine officers of the Alfred were Captain John Welch and Lieutenant William Hamilton (Hambleton).[17] Lieutenant Jabez Smith commanded the Marines on the Raleigh.[18] After having had a struggle the Alfred struck but the Raleigh succeeded in escaping.

The Boston sailed from Boston for France on February 13, 1778,[19] carrying John Adams, and three sons of famous men--John Quincy Adams, William Vernon and Jesse Deane--as passengers.[20] In addition to these important passengers, the Boston was conveying a treaty of alliance between America and France. On the 18th she fell in with three British frigates but "after the fatigue of chase of three days" they gave up the pursuit.

During this cruise Captain Richard Palmes commanded the Marine Guard of the Boston with Lieutenant William Jennison, jr., as junior officer.[21] Captain Palmes had joined the Boston from the Warren. On March 11, 1778, the Boston captured the British vessel Martha. "The drum

beat to quarters and in the meantime Mr. Adams seized a musket and joined the Marines, standing by a gun ready for battle."[22] Upon Tucker's hailing the Martha, she answered with a broadside, which shot away a piece of Mizzen yard of the Boston which fell on Tucker's shoulder and knocked him flat. As he gained his legs he "observed Mr. Adams among the Marines, with a musket in his hand, having privately applied to" Captain Palmes "for a gun, and taken his station among them. At this sight Captain Tucker became alarmed - for he was responsible for the safety of Mr. Adams - and walking up to the Ambassador desired to know how he came there? Upon which the other smiled and gave up his gun and went immediately below."[23]

Arriving at Bordeaux on April 1, 1778, the passengers disembarked the next day and on April 4th "Mr. Adams set off for Paris accompanied by Captain Palmes," and others.[23] Captain Palmes then acted as an officer-courier between the Boston and Paris.[23]

The Marine officers of the frigate Virginia, in 1778, were Captain Thomas Plunkett,[24] Lieutenant William Barney,[25] brother of the famous Joshua Barney (who was also on board) and Lieutenant Samuel Pownall. When the Virginia put to sea from Baltimore on March 30, 1778, Captain Plunkett was left behind on special duty.[26] The Virginia ran aground on the Middle Ground between the Virginia Capes on "All Fools Day," April 1st, and surrendered to three British frigates.

Lieutenant William Barney was exchanged at once[25] but Lieutenant Pownall was held as a prisoner until August, 1778[27] when he was exchanged for the Lieutenant of Marines of the British frigate Mermaid that had been captured July 28, 1778.[26,28]

On April 15, 1778, the Oliver Cromwell engaged the Admiral Keppel, while the Defence engaged the Cyrus. Both of the British letters of marque were captured by these vessels of the Connecticut State Navy. James Day,[29] "Capt. Mariens," of the Cromwell was mortally wounded.[30] Captain of Marines Joseph Squire commanded the Marine Guard of the Defence.[31]

Following Burgoyne's surrender in 1777, France openly declared war against England, and on February 6, 1778, the Franco-American Alliance was signed. France announced her Alliance with America in the spring of 1778.[32]

The French alliance brought to America that which was needed most - a sea power which would counter-balance that of Great Britain.

John Paul Jones was fond of Marines because of their value as Naval fighting men. Acting upon the advice of Robert Morris[33] he carried a large number of Marines on board the Ranger when he sailed on November 1, 1777, from Portsmouth, N. H., "having on board the despatches respecting the victory of Saratoga."[34] Mr. Morris wrote Jones that the extra Marines would "be useful and necessary in all"

Jones' "land excursions."[33] Captain Matthew Parke and Lieutenant Samuel Wallingford were the Marine officers on board the Ranger during this cruise.[35]

When the Ranger anchored at Brest (Quiberon Bay), France, the Stars and Stripes, on February 14, 1778, received the first salute ever fired in its honor by any foreign power (France).[36] However, in 1776, an American Schooner at St. Croix,[37] the Andrea Doria at St. Eustatius,[38] and in 1777 the privateer General Mifflin[39] at Brest, received salutes. Early in 1778 the flag of the Revenge was saluted by Spain at Cadiz.[40] These salutes, however, were not to the Stars and Stripes.[41]

After arriving in France certain officers of the Ranger became dissatisfied with Captain Parke having received a Captain's share of prize-money[42] - claiming that the Ranger only rated a Lieutenant of Marines. John Paul Jones had taken Captain Parke over on the Ranger as Jones sanguinely expected to get command of a frigate,[43] which would rate a Captain of Marines. All dissatisfaction was removed when John Paul Jones permitted Captain Parke to voluntarily return to the United States on board the Deane in February, 1778.[44] This left Lieutenant Wallingford in command of the Marines. After going into Brest to refit, John Paul Jones sailed from that part on April 10, 1778, on a cruise in the Irish Channel.[45]

The first important event in which the Ranger appeared

after the "saluting incident," occurred on the night of April 22, 1778, when a landing was made from the Ranger at Whitehaven, England, to burn the shipping. In the harbor were about "400 sail, some of them vessels of 250 tons burthen," wrote Jones,[46] who determined to take advantage of the ebb tide, when the shipping was dry, to destroy them. To effect this, "it was necessary to land about midnight," and seize a fort and a battery which defended the port. John Paul Jones in person led the landing party which was made up of thirty-one volunteers including Lieutenant Samuel Wallingford of the Marines.[46]

With this handful of men, in two small boats, Jones and Wallingford quitted the Ranger, at eleven o'clock at night, and rowed towards the harbor; but, it being farther off than was estimated, and the tide against them, day broke before a landing was effected.[46] They thus landed several hours later than Jones had anticipated and planned. This small force was divided into two detachments, Jones himself taking command of one and placing Lieutenant Wallingford in charge of the other. Lieutenant Wallingford's detachment was directed to set fire to the shipping on the north side of the harbor and Jones and his party proceeded to attempt the same on the south side. Each party had lighted candles and combustibles with which to set the ships afire. The fort and battery were taken and the guns spiked. Upon the two parties joining and comparing notes

it was discovered that no shipping had been set on fire by either detachment, as the candles had gone out before they could do so. A light was then obtained at a house "disjoined from the town," and a fire kindled in the steerage of a large ship which was surrounded by at least one hundred and fifty others, lying side by side, aground, unsurrounded by water. The Americans then returned aboard the Ranger.[46]

This expedition ashore from the Ranger caused great alarm along the whole English coast. Disraeli wrote that the descent at Whitehaven produced consternation all over the kingdom.[47]

After withdrawing from Whitehaven, John Paul Jones anchored the Ranger off St. Mary's Isle the seat of the Earl of Selkirk. Jones conceived the idea of making the Earl a prisoner for exchange purposes and sent a landing party ashore to secure that nobleman. Included in this detachment were some Marines commanded by Lieutenant Wallingford,[48] but an officer of the Navy was in command of the entire force.

Lady Selkirk in a letter to her husband wrote that "of the two officers, one was a civil young man [Lieutenant Wallingford], in a green uniform, an anchor on his buttons, which were white. He came to the house in a blue great-coat. He was but second, the principal one was in blue, no uniform, and seemed by nature a very disagreeable and one may say a bad man, had a vile blackguard look."[49] In

a letter to John Paul Jones, Lord Selkirk at Dumfries wrote that Lieutenant Wallingford "in particular showed so much civility and so apparent a dislike at the business he was on then that it is surprising how he should have been one of the composers of it."[50] Lieutenant Wallingford, however, was not, as has been stated, the senior officer present.[48] Lord Dare wrote Dr. Blane on May 27, 1778 that "Williansford [Wallingford] (the name of the under officer) took a pen and wrote 'this is to cert--' then found fault with the pen and said it was no matter for everybody would soon know they had been there."[51] No insult or injury was done, the party withdrawing upon ascertaining that the Earl was absent. Certain silver plate taken was later returned by John Paul Jones with a letter expressive of his regrets.

After these two notorious landing parties, at Whitehaven and St. Mary's Isle, the Ranger won a sensational victory over the British Ship-of-War Drake, on April 24, 1778. The small-arms fire of the Marines had a decisive effect on the result of the engagement. Lieutenant Samuel Wallingford was killed by a musket shot in the head.[52] John Paul Jones stated that "by his death the service has lost one of its most promising officers" and that he had "held great expectations of Mr. Wallingford."[53] The body of Lieutenant Wallingford was committed to the deep on April 25th.[48,54] The Log Book of the Ranger[55] shows that on October 19, 1778, the Officer-of-the-Deck "sent Lieut. Wallingford's trunks,

etc., ashore," at Piscataqua Harbor.

Soon after this battle John Paul Jones wrote to William Morris offering him the position as Marine Officer on the Ranger.[56] On May 26, 1778, Morris wrote Jones accepting and stated that he would "proceed to Brest as soon as possible."[57] Morris joined the Ranger in July, 1778[56] and served on her until she was captured at Charleston, S. C., May 12, 1780.[56] Lieutenant Benjamin Thompson also served on board the Ranger in 1778.

The Diary of John Adams under date of May 13, 1778, contains the following information about the Marines of the Ranger, when that vessel was in French waters: "After dinner, walked out with Captains Jones and Landais, to see Jones's Marines, dressed in the English uniform, red and white. A number of very active and clever sergeants and corporals are employed to teach them the exercises; manoeuvres and marches; after which, Jones came on board our ship. This is the most ambitious and intriguing officer in the American Navy. Jones has art and secrecy, and aspires very high. You see the character of the man in his uniform, and that of his officers and Marines, variant from the uniforms established by Congress - golden buttonholes for himself, two epaulettes, - Marines in red and white, instead of green."[58]

The Spy, of the Connecticut State Navy, was one of several vessels which was selected to carry to Benjamin Franklin the news of the ratification by Congress of the

French treaties of February, 1778. The Spy had the honor of reaching France first with this important message. On the return voyage the Spy was captured.[59]

During the period that the American Revolution was fought and won by the Americans, Haiti was under the French flag. Slavery existed in the Island, and France like all other European countries used her possessions in the Western Hemisphere as a financial resource in carrying out her foreign policy which at that time was arbitrarily formulated and conducted under the inspiration of that "Divine Right of Kings" theory against which the American Revolution was a successful protest and the French Revolution in 1789 a gesture in the same direction.

When d'Estaing sailed from Toulon, France, on April 13, 1778, it was not with the entirely altruistic and unselfish purpose of devoting his efforts to encourage democratic principles in the New World or in the supporting of the New Ideals. His master, Louis XVI, was heartily devoted to the Divine Right of Kings theory, and his real purpose was to weaken England. It is true that the American success at Saratoga, in 1777, was quite an incentive to the French to ally themselves with the winning side but the impelling thought was the use of the new and weak republic as a part of an Old World foreign policy, to bring about the downfall of Great Britain.[60]

Arriving in Haiti, d'Estaing placed on his transports

about 800 native Haitians all French subjects.[61] It is quite probable that these natives were impressed for this service. D'Estaing arrived in America and landed his forces, these Haitians fired shots at the enemies of the Americans during the Siege of Savannah in October, 1779.

The Providence sailed from the United States for France with despatches in May, 1778. She "arrived at Brest, from whence" the despatches were carried "to Paris by William Jones" Captain of Marines. "Captain Jones delivered the despatches and waited for others in return; after they were received on board, the frigate returned to" Boston.[62]

The American privateer Angelica, of Boston was captured on May 31, 1778, by the frigate Andromeda. Her officers and crew, including the Marines commanded by Captain Heathcote Muirson, (who had served as a Captain of Marines in Arnold's Fleet in Battle of Lake Champlain,[64]) Lieutenant Thomas Greenleaf were confined in Fortun Prison, England.[63] On July 21, 1778, he wrote to the American Commissioner in Paris, asking that he be exchanged.[65] Lieutenant Greenleaf escaped in August, 1778, and appealed to John Paul Jones for a job as "Marine Officer."[66]

One of the first nautical enterprises of the year 1779 occurred in the drawn battle between the American warship Hampden and an East Indiaman, in which Captain of Marines Pickering, of the former, was killed.[67]

"The year 1779 opens with the departure of the Alliance 32, for France." She sailed on January 11, of that year.[68] Lafayette was a passenger. A mutiny almost occurred on the cruise. Captain Peter Landais was to have been turned loose heavily ironed on the ocean in a "boat without food, water, oars, or sails." The "Marine officer [Captain Matthew Parke] and surgeon were to have been hanged, quartered, and their bodies cast into the sea." It was averted and on February 6, 1779, the Alliance anchored at Brest.[68]

On April 18, 1779, the Warren, Queen of France, and Ranger sailed from Boston on a cruise. When a few days from port they captured a British privateer. Shortly after they came up with nine sail of which they captured seven - the Jason, Maria, Hibernia, Patriot, Prince Frederick, Bachelor John and Chance.[69] The following officers of Marines served in this squadron: Warren, Captain William Nicholson; Queen of France, Lieutenant Abraham Van Dyke; Ranger, William Morris and Second Lieutenant Benjamin Thompson.[70]

On May 7, 1779, the sloop Providence captured the brigantine Diligent, (or Diligence), between Cape Charles and the Delaware Capes. Among the four American deaths was that of Lieutenant of Marines John Chilton;[71] ten other Americans were wounded.

The privateer Revenge, under Conyngham, sailed from the Delaware Capes in the Spring of 1779. "Mr. Lewis,

Captain of Marines" commanded her Marines. The Revenge was captured on April 27, 1779. The officers and crew were taken to New York, lodged in the condemned dungeon for 14 days, taken to a ship in the "hang-man's cart" and then sent to England. They were "kept in the coal hole on bread and water for the passage."[72]

The reduction of East Florida was contemplated more than once by our Naval Fathers of the Revolution. Late in 1778 plans were laid for a combined military and naval attack on East Florida. On November 10, 1778, Congress offered to give its share of any captures by the galleys of Maryland and Virginia if they would participate in an expedition to reduce East Florida. Captain John Barry was selected to command the naval contingent, including the Marines, and General Lincoln, the Army.[73]

Then on January 15, 1779, Congress resolved that "considering the danger and risk of a sea voyage at this season, the impracticability of manning in time, and the probable difficulty of supplying the Maryland galleys with provisions during the blockade, the design of employing them be laid aside."[74]

Captain James Cook, the famous British navigator, discovered the Hawaiian Islands during this war, in 1778, and named them Sandwich Islands.[75] Although his country was at war with the United States, his voyages were made without any risk of interference from the Americans because Benjamin

Franklin issued a curious sort of a passport in the form of a proclamation to all American vessels not to attack or interfere with Captain Cook.[76] John Ledyard, a native of Massachusetts, was an enlisted man in the Marine Guard of Captain Cook's ship the Discovery and was with Cook when he was killed by the Hawaiians at Kowrowa, July 14, 1779.[77]

Two operations were planned for the year 1779, which would have included expeditionary forces of Marines. However, they were both abandoned to the great disappointment of the Sea Soldiers. On April 19, 1779, the Marine Committee approved a plan of the Navy Board of the Eastern Department to intercept Hudson Bay vessels and "perhaps surprise and carry their factory." The Marine Committee stated that "the vessels we think should have their full complement of Marines."[78] The plan was disapproved before it was carried into effect,[79] and completely abandoned by November, 1779. In the Fall of 1779 Washington and Count D'Estaing planned to attack Nova Scotia and Newfoundland. The Continental Fleet at Boston was to render them what assistance it could. This expedition was also abandoned.[80]

Captain John Manley received his commission as commander of the privateer Jason on June 2, 1779. On June 19, 1779, he sailed from Boston for Portsmouth, N. H., where he picked up Lieutenant John Frost and some of the crew.[81] The majority of Manley's Marines on the Jason[82] had been cavalry under General Burgoyne, who was also Colonel of the

16th, or Queen's Regiment of Light Dragoons, the same troopers who had exercised in the Old South Church.[83] Colonel Field writes that "when the Jason of Boston was captured by the Surprise of 28 guns in 1779, she was found to have on board no less than 31 troopers who had served in the British Cavalry under General Burgoyne and who were now acting as American Marines."[84]

While the Marines reached their high tide of success on shore at Trenton and Princeton and before that achieved a bloodless victory in the Bahamas, the Battle of Majarbiguyduce[85] in Penobscot Bay is placed high in the chronicles of the Marines - for that gallant three hundred added to the traditions of the Marines despite the failure of the expedition to accomplish its mission. As at Bladensburg in the Second War with Great Britain and at Fort Fisher in the Civil War, leadership was not forthcoming.[86]

It is not a pleasant work to record failures, and sympathetic modesty urges that no contrast between the results of the expedition and the splendid achievements of the Marines should be presented. But notwithstanding all this, history already has drawn a picture in which disastrous defeat is relieved, just a little bit, by the gallantry and steady discipline of the Marines. The Expedition was smashed but the Marines are proud of their part.[87] A participating officer wrote that "there was not a more brilliant exploit than this during the war."

Expeditionary duty, which since then has been so important a Marine activity, had its real beginning with this and the expedition of Captain Samuel Willing already mentioned.[88]

The British in June, 1779, established a fortified naval station at the present location of Castine, Maine. Massachusetts decided to expel the intruders at her own expense. Here we have an example of the difficulties the new nation had to overcome in welding the thirteen sovereignties into one as it is today. So great was the State pride of Massachusetts and her jealousy of the Continental Government that she refused to have even one federal soldier in the expedition.[89] However, transportation was essential and three Continental vessels - the Warren, sloop of war Providence, and Diligence,[90] - were solicited from Congress, together with about 300 Continental Marines. Massachusetts supplied the Tyrannicide, Active, Hazard,[91] and thirteen hired vessels.

The plans called for a land force of 1,500 militia, but only 1,000 materialized and many of them were poor physical specimens.[92] Brigadier General Solomon Lovell, of the Massachusetts Militia commanded the soldiers, with Lieutenant Colonel Paul Revere,[93] the hero of the "famous Ride," as chief of artillery. Captain Dudley Saltonstall[95] in addition to commanding the Warren was in control of the naval forces. Among the Marine Officers were Captain John

Welsh[94] on the Warren; Captain Davis; Captain John Carnes on the Putnan[98] and Lieutenant William Downe on the Tyrannicide.[96] Undoubtedly there were others.

The fleet arrived in Penobscot Bay at about 7:00 p.m., July 24, 1779. It was calm and at about 10:00 p.m., the vessels anchored and a detachment of Marines under Lieutenant of Marines William Downe, of the Tyrannicide, went ashore on Fox Island. They "pretended to be British sailors" belonging "to the Brig Hope." Several of the inhabitants were taken back to the ships.[99] The militia on July 25th tried and failed, to land. The Active, Tyrannicide and Sally covered this attempt to land, Captain Hallet of the Active reporting that "the troops made an attempt to land, but left the shore in a very short time, the reason unknown to me."[101]

A council of war was held on board the Warren on July 26, 1779.[100] After discussion and deliberation it was "concluded that the Marines under command of Captain Welsh should land and take possession of the Island [Banks] in the entrance of the River;" that the landing would "be covered by armed vessels," one "of which upon the lodgement of the Marines," would "hoist English colors at main topgallant masthead," and in case the Marines needed assistance "a white flag" was to be hoisted at the same masthead. The plan also included "the first Division of the Land Forces feigning to land with the Marines, but as soon as the Marines" should "appear to be lodged on the Island,"

it was to "fall up the river and land on the opposite side of the Peninsula."[97]

The plan was carried into effect that day. The Marines of the various vessels were formed into a provisional battalion, landed and supported by General Wadsworth's division of militia occupied Banks Island.[97]

General Lovell, on the 27th, returned his thanks to the commanding officers of the ships "for their spirited assistance they afforded the Marines in covering their landing, and the Officers of Marines, who so nobly and with such alacrity made good their landing," on Banks "Island and more particularly for their forcible charge on the enemy which occasioned their precipitate retreat and the acquirement of two pieces of cannon."[104]

A council of war was held on the Warren on the 27th. Commodore Saltonstall stated he would "furnish 227 Marines, officers included," for further operations and that "Captain Hacker, with the Defence and Pallas" would "defend the Island taken" the day before "by the Marines." The naval officers agreed to leave the "place or places" for the landing to be made to the "officers of the Army and Captain Welsh," of the Marines.[102]

Early on the morning of the 28th, about two hundred Marines and a number of the militia were ordered ashore. No landing could be effected except in the southwestern head of a peninsula which was described by General Lovell as being

"100 feet high and almost perpendicular, very thickly covered with bushes and trees." The force landed in three divisions," with Captain Welsh, Captain Carnes and Lieutenant Downe leading "the Marines on the right." The "enemy's greatest strength lay upon our right, where the Marines landed." The Americans lost about thirty killed and wounded, the Marines suffering the most as they forced their way up the precipice. "The party that ascended the hill and put the Britons to flight were chiefly Marines, consisting of about one hundred; the Captain of Marines [Welsh] and eight privates belonging to the Warren were killed."[103] The attack was carried to within a hundred rods of the enemy's main fort which was on commanding ground. Paul Revere reported that this fort "was as high as a man's chin" and "built of square logs."[105]

Clark describes this landing as "under a height which rose almost perpendicular from the bank of the river; on the summit of which the enemy's advance guards were placed under cover of a woods;" that "the Militia and Marines advanced against about their own number of Scotch regulars, with an intrepidity that would have done honor to veterans, and drove the enemy within their works. Our loss was severe. Several officers of merit were slain, and about 100 private men of the militia and Marines killed and wounded."[106]

Another attack was made on the first of August. General

Lovell ordered the troops paraded on that date to storm a battery, in the following order: "The Marines under Captain Carnes on the left; the seamen on the right; and the Militia under Colonel McCobb, in the center, the whole commanded by General Wadsworth." The attack was successful. General Lovell returned "his sincere and cordial thanks to the brave officers and soldiers both in the Land and Marine Departments for their very spirited behavior in attacking and carrying the enemy's Redoubt this morning."[105]

A skirmish occurred on the 7th and four days later a more serious engagement. On this date, the 11th, the Americans again attacked. The Marines were under Captain Davis, Captain Carnes and Lieutenant Downe. The latter reported that he landed "with twenty-five as good Marines as ever walked a vessel's deck," and that on his "arrival on shore" he "found about one hundred and twenty Marines in all, commanded by Captain Davis." The militia proved unreliable and the operation ended dismally.[105] This condition of affairs brought forth some sharp words from General Lovell, who, on the 12th "harangued the Troops in Orders, which harangue" reported Adjutant General Jeremiah Hill, "may be seen in the Order Book."[105]

The troops moved to attack the enemy on the 13th, but the arrival of the enemy's fleet raised the siege.[104]

At noon on August 14th "a signal was made for the whole fleet to shift for themselves," and at "six o'clock in the afternoon a number of transports were set on fire."[108]

Councils of war of the land and naval officers were held. Indecision, lack of leadership[107] - these, instead of the formulation of plans and a determined offensive, found the Americans in a sad plight when a British fleet sailed into the harbor on the 14th of August. The Americans were immediately embarked and the vessels retreated, closely pressed by the British, up the Penobscot River. The vessels were beached and set on fire, and as Lieutenant Downe sadly wrote "our most sanguine hopes of expectation of conquest ended with the general conflagration of our fleet."[109] The Soldiers, Bluejackets and Marines found themselves in the center of the wilderness, about 270 miles from the nearest settlements on the Kennebec. Fortunately it was summer and the Indians were friendly or very few ever would have survived.[109] Very little information about casualties is available but Captain Welsh was killed.[110] "The Captain of Marines and 8 privates belonging to the Warren were killed."[111]

"In 1779 a Continental sloop aided a Spanish fleet in capturing Mobile."[112]

On August 2, 1779, the Deane (or Hague) and Boston started a short cruise and captured six prizes including the Sandwich, Glencairn, and Thorn.[113]

Quitting the American seas, we shall once more return to the other hemisphere. When the Ranger was ordered home, John Paul Jones remained in France, and was eventually placed in command of a squadron of vessels consisting of the

Bon Homme Richard, Alliance, Pallas, Cerf, Vengeance, and two privateers, the Monsieur and the Granville. The Alliance was the only American-built vessel,[114] the others were foreign-built, purchased or borrowed for the occasion and all the vessels and the squadron carried the American Flag. The laws and regulations of the American Navy were to govern. John Paul Jones[115] stated that "all the officers of the squadron received from me (with the consent and approbation of Mr. Franklin) Brevets, that had been signed and sent blank to Europe by Mr. Hancock, as President of Congress."[116]

When John Paul Jones took over the old East Indiaman, Duc de Duras, renaming her the Bon Homme Richard in honor of Benjamin Franklin, he recruited his crew, including Marines from all nationalities. He received one hundred and fifty Americans, however, in his crew of about three hundred and eighty officers, Bluejackets and Marines. Of the officers, twenty-four were Americans, two Frenchmen, and six British. Of the crew only fifty-five were native born Americans, while the others were British, Irish, Portuguese, Malays, Filipinos, Maltese, etc.[117] There were 137 Marines on board. The plans of John Paul Jones as expressed by him on January 21, 1779, were "to embark a body of 400 high-spirited and well-disciplined troops exclusive of the complement of seamen and Marines."[118] Cooper wrote that "these soldiers or Marines, were recruited at random

and were not much less singularly mixed, as to countries, than the regular crew."[119]

On August 11, 1779, Jones wrote to Gabriel de Sartine, the Minister of Marine, that "my crew now in this ship consists of 380 officers, men and boys, inclusive of 137 Marine soldiers."[119] "Most of the under-officers, seamen and Marines, were of the French Navy" on the Bon Homme Richard[120] but some of the Marines were Americans.[121]

On board the Bon Homme Richard the Marine Detachment was commanded by Captain Edward Stack,[122] his subordinate officers being Lieutenants Eugene MacCarthy[123] and James Jerry O'Kelly.[124] On the Alliance were Captain Matthew Parke, First Lieutenant Thomas Ellenwood,[125] and Second Lieutenant James Warren.[125] Maurice O'Connell was Captain of Marines on board the Pallas.[126]

The first design of this expedition was an attack on Liverpool. General Lafayette, with 650 dragoons and soldiers, was to embark in the ships. These added to the Marines already on board would form a splendid expeditionary force. Jones was to command. He carefully arranged this so as to avoid "split command." The intention was to sail directly for the Mersey and after having laid that great shipping port either in ashes, or under ransom, put back to France, before the alarm could be given. Before these arrangements could be completed conditions in France necessitated the abandonment of the land attack.[127]

On August 14, 1779, at daybreak, the squadron sailed from the Road of Groix. The Alliance, Le Monsieur, Le Granville and Cerf soon left him.[128] After capturing severe prizes, Jones learned that the Scottish capital, Edinburgh and Leith were totally defenceless. In his narrative Jones wrote: "I now distributed red clothes to my men, and put some of them on board the prizes, so as to give them the appearance of transports full of troops." A sudden tempest, however, drove Jones out of the Firth of Forth.[129] Sir Walter Scott, who in the city at the time as a young lad, tells us, in the introduction to Waverly, that "a steady west wind settled the matter by sweeping Paul Jones and his vessels out of the Firth of Forth."[129]

Jones fell in with the English frigate Serapis on September 23, 1779. The Marines played a most prominent and decisive part in this battle, which resulted in the capture of the British vessel and the sinking of the Bon Homme Richard.[130] According to Nathaniel Fanning, ten Marines were in the Main Top, ten in the foretop, six in the mizzen top, and the remainder on the quarter-deck with John Paul Jones. Twenty French Marines were on the poop.[131] Captain Stack "was in command of the Main Top and was, for his highly efficient services" "specially mentioned in his commanding officer's report."[132] The Marines "guarded the line of boys passing cartridges from the magazines up to the guns of the upper deck,"[133] this happen-

ing in an extremely exposed part of the ship; stationed in the tops[134] they cleared the enemy's tops and kept the decks of the Serapis clear of the enemy,[135] and they took part in the final victorious boarding. Hand grenades were freely used and one thrown from the main-yard of the Bon Homme Richard fell among a large quantity of powder on the main-deck of the Serapis and produced a most horrible explosion.[136] Lieutenant MacCarthy was twice wounded.[137] In this battle the Marines lost about sixty-seven of their number in killed and wounded. Marines suffered out of proportion to the rest of the crew.[138]

While the Alliance, Pallas, and Vengeance, were present, they rendered very little assistance to the Bon Homme Richard in her fight with the Serapis. In fact the Alliance was a menace.[139] The Pallas, however, in a separate engagement captured the Countess of Scarborough, the Serapis' consort.[140] Two days after this battle, despite every effort to get her into port, the Bon Homme Richard sank. Jones then proceeded in the Serapis to the Texel in Holland,[141] arriving there October 3, 1779.[142] Captain Pearson of the Serapis was knighted.[143]

John Paul Jones in October, 1779, resided at a public hotel in Amsterdam "attended by his Captain of Marines and Second Lieutenant of ship."[144] Jones removed the wounded [prisoners] to the fort on the Texel and placed sentinels over them.[145]

The Dutch were very friendly to Jones in November, 1779, while he was lying at The Texel in Holland.[146] An European statesman under date of the 19th of that month, wrote that "the Dutch seem at present entirely to disregard Great Britain" as "they allow Captain Paul Jones to refit his little squadron, and give him every assistance possible; nay he is even allowed possession of a small fort in The Texel" where "his own Marines constantly mount guard and Continental Colours are hoisted."[147] Jones moved his "wounded to the fort on the Texel, having permission to place sentinels to guard them, to raise the drawbridge at his pleasure and remove his prisoners if he saw fit."[148]

This victory brought forth a vote of thanks on April 14, 1781, from Congress that included the Marines in its general terms.[149] The rarest medals ever struck off were those which Congress authorized Thomas Jefferson at Versailles to have struck after this historic victory.[147]

The Marines participated in our Naval Affairs on the Lower Mississippi and Gulf of Mexico. The Spanish flag flew over New Orleans. In 1776 a number of American merchants living at New Orleans sent a supply of war munitions to western Pennsylvania. The most enterprising of these Americans was Oliver Pollock who received an appointment as commercial agent from Continental Congress.[150] Early in 1777, New Orleans was opened with certain limitations to American war vessels and their prizes.[151] Pollock received

blank commissions from Congress for officers in the Continental Navy and on board Privateers.[152]

Captain James Willing proved of great assistance to Pollock. Having received permission from Congress to enlist a Company of Marines[153] for duty in the territory under Pollock, Captain Willing left Pittsburgh on January 10, 1778, in an armed boat christened the Rattletrap.[154] This was the first expeditionary service of Marines. Having arrived at New Orleans in March, Captain Willing reported to Pollock and later captured a small British vessel at Manchac.[154] He concluded an agreement between himself and the inhabitants of "the Natches, a British settlement in West Florida," regarding neutrality.[155] Captain Willing sent his troops back to Pittsburgh, in 1779, under command of Lieutenant Robert George,[156] who placed them under the orders of Brig. General George Rogers Clark.[154] Captain Willing himself proceeded to Mobile where he was captured by the British, sent North and eventually exchanged,[154] for Mr. Nicholas Ogden.[157]

Pollock commissioned the Reprisal, a captured vessel, as a privateer and renamed her the Morris. A full complement of officers and crew including Marines was placed on her, but she was destroyed by a hurricane before she could meet the enemy.[158]

On September 10, 1779, another of Pollock's schooners (Pikle) captured the British privateer West Florida.[159] She was put in the American service, her crew including

Marines. On September 21st, she captured a small British settlement on the north side of Lake Pontchartrain.

The Louisianians have every reason to be proud of the history of their territory during the period of the American Revolution. True, they served under the Spanish flag but they were Americans as certainly as were the English colonists on the Atlantic seaboard and their efforts contributed towards the securing of American independence.[160]

Galvez became the Spanish Governor of Louisiana in 1777 and his name is famous in the history of the State of Louisiana because of his brilliant military and naval successes against the British posts during the Revolution. France, the ally of Spain, having recognized the independence of the United States, that country in 1779 declared war against Great Britain. Galvez at once planned to capture the British posts at Bayou Manchac, Baton Rouge and Natchez. The 1,430 men in his army included nine American volunteers led by Oliver Pollock, "the Agent of the American Congress," eighty free colored men, 160 Indians, and some Acadians who, of all the volunteers, were most bitter against the British. Provisions, ammunition and artillery were transported in a small schooner and three gunboats while the army marched on the banks of the river. Fort Manchac was captured September 7, Baton Rouge on September 21, 1779. With Baton Rouge fell Fort Panmure at Natchez.[161]

Mobile was next captured in March, 1780.[162] On January 20, 1780, Pollock ordered the West Florida to sail for Philadelphia. Enroute she assisted Galvez to capture Mobile, and then proceeded to Philadelphia where she arrived about June 1, 1780.[163] Pensacola fell in April, 1780.[164] While these operations were not under the American flag it would appear that the Franco-Americans and Spanish-Americans who participated in them assisted the American cause as much as our French allies. Not only were they Americans but their descendants have always been Americans.[165]

The frigate Providence (Lieutenant Zebediah Farnham), Boston (Captain Seth Baxter, First Lieutenant Jeremiah Reed, Second Lieutenants William Cooper and William Jennison)[166] and Ranger (Lieutenant William Morris)[56] sailed from Nantasket Roads on November 23, 1779, and after the capture of the privateer brig Dolphin,[56] arrived at Charleston, S. C.

NOTES.
CHAPTER VI

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1. Out-Letters of the Marine Committee, I, 280, II, 323; Biog. Cyc. of R.I., 147, shows he was "Commander of Marines" on Providence; Muster Roll of Providence in Archives of Shepley Library, Providence, R.I.; Journal of John Trevett (R.I. Hist. Mag., VII, 38-45, 151-160) 159, shows that this was the Providence that was destroyed in the Penobscot Expedition in 1779; National Intelligencer, November 19, 1823; See also Frost, Book of the Navy, 38-40; Clark, Naval Hist. U.S., 74-76, citing Penna. Packet, March 25, 1778; Gordon, Hist. Amer. Rev., III, 87-88, gives but a brief account of this exploit; Janson, Stranger in America, 159.

2. Biog. Cyc. of Rep. Men of R.I., 1881, 147; See also Journal of John Trevett (R.I. Hist. Mag., No. 7, F-76-R35); Muster Roll of Providence in Shepley Library, Providence, R.I.; Captain Trevett had been transferred from the Andrea Doria to the sloop Providence as "Commander of Marines" in 1776, the Muster Roll carrying him as "Captain of Marines." Prior to his service on the Andrea Doria he had served on the Columbus and in Captain Nicholas' landing force when New Providence, in the Bahamas, was captured in 1776.

3. Harper, Encyc. U.S. Hist., III, D-F; See also Greenwood, John Manley, 88.

4. On June 10, 1778, James Warner and John Deshon at Boston wrote Wm. Vernon at Providence, R.I., that "if any Lieut. of Marines is with you please to give the like orders and let us know forthwith," [to join sloop Providence at Bedford]; Pub. of the R.I. Hist. Soc., VIII, 245-247.

5. Out-Letters of the Marine Committee, I, 216 (To Captain John Barry, March 11, 1778).

6. Griffin, Commodore John Barry, 28-29.

7. Clark, Naval Hist. U.S. (1814), I, 60; Cooper, Sketch of John Barry, in Graham's Magazine, XXV, 1844, No. 6, 267-271; Griffin, Commodore John Barry, 32; Let. Wm. Ellery to Wm. Vernon, March 16, 1778 (R.I. Hist. Soc., N.S. VIII, 221); Pub. of the R.I. Hist. Soc., VIII, January, 1903, No. 4, 223-224; Frost, Book of the Navy, 44.

8. Narrative of Lieutenant Luke Matthewman of the Revolutionary Navy, published in Mag. of Hist., 1878, 177 et seq.

9. Putnam, American Naval Heroes in Rev., 67.

10. Sweeney's List of the "Treasury Dept., Auditor's Office," dated "March 18, 1794."; D.A.R. Mag., January, 1922, July, 1923; List of Marine Officers in Amer. Cath. Hist. Res., N.S. III, 105-113, shows Captain Samuel Shaw "lost in the Randolph."

11. Papers of Cont. Cong., Letters B, 78, II (Biddle to Robert Morris, September 1, 1777).

12. Clark, Naval Hist. U.S. (1813), 31; Clark, Naval Hist. U.S., I, 77; Putnam, Amer. Nav. Heroes in Rev., 65.

13. Memoirs of Captain Biddle, II, 290; A Gen. View of the Rise, Progress & Brill. Achievements of the Amer. Navy. To October 20, 1827, 24-27; Frost, Book of the Navy, 41; Clark, Naval Hist. U.S., I, 77; Garden, Anecdotes of the Rev. War, 223; "A detachment of fifty men from the First Regiment of South Carolina Continental Infantry was ordered to act as Marines on the Randolph. The regiment was then commanded by Colonel, now General Charles Cotesworth Pinckney, who, with his officers and soldiers would have done honour to any service. Such says our informant, himself a gallant officer of that regiment, was the attachment which the honourable and amiable deportment of Captain Biddle had impressed during his stay at Charleston, and such the confidence inspired by his professional conduct and valour, that a general emulation pervaded the corps to have the honour of serving under his command. The tour of duty, after a generous competition among the officers, was decided to Captain Joor, and Lieutenants Grey and Simmons, whos gallant conduct, and that of their brave detachment, di justice to the high character of the regiment." (Oliver Oldschool, The Port Folio, II, October, 1809, 290-292).

14. Captain Blake of the Second South Carolina Regt., acted as Marine Officer.

15. Clark, Naval Hist. U.S. (1814), I, 77; Memoirs of Capt. Biddle, II, 290; See Naval Institute Proceedings, September, 1912, for reference to this battle; D.A.R.

16. Mag., July, 1916, 88-90. "A General View of the Rise, Progress & Brilliant Achievements of the American Navy To October 20, 1827," 25; Frost, Pictorial Hist. of the Amer. Navy, 99; Oliver Oldschool, The Port Folio, II, October, 1809, No. 4, 290-292; Naval Inst. Proc., September, 1917, 2,000; Rogers, New Amer. Biog. Dict., 60; Thomas Wilson, Amer. Mil. and Naval Heroes, I, 79-80.

17. Mass. Rev. Arch., CC, 312½ publishes a letter of Captain Elisha Hinman dated February 12, 1779, showing that these two officers had escaped to France from England; New Eng. Hist. and Gen. Reg., XXXIII, 36-41 shows them in Forton Gaol on July 18, 1778.

18. Mass. Rev. Arch., CC, 295, publishes a letter from William Vernon asking that Lieutenant South who was on parole be exchanged.

19. Memoirs of J.Q. Adams, II, 4; D.A.R. Mag., July, 1923, 409; See also Wharton, Dip. Corr., II, 545.

20. Pub. of the R.I. Hist. Soc., VIII, 199.

21. Pa. Mag. Hist. & Biog., XV, 10; Index-Digest in Navy Archives of Correspondence of Treasury Department, on Naval Affairs.

22. Life of Samuel Tucker, 81, 285; Principles and Acts of the Revolution, 487.

23. Life of Samuel Tucker, 93-94, 285; Principles and Acts of the Rev., 487; Works of John Adams, III, 119-120; Log Book of Boston; Reference is made to this battle in Southern Literary Messenger, XXIV, N.S. III, 16; See Life of Samuel Tucker, 342, for certificate dated July 14, 1778, of six French Marines that they had been fairly treated on Boston; On April 1, 1778, Tucker reported to the American Commissioners his arrival at Bordeaux after a fatiguing passage of 42 days and that he was sending by Captain Richard Palmes, of the Marines, a copy of his Instructions and Signals. (Franklin Papers, Amer. Philo. Soc., Philadelphia, IX, 1, and Calendar I, 386); The Diary of John Adams under date of March 14, 1778, published in Works of John Adams, III, 108-109, states that the Boston "spied a sail, and gave her chase, we soon came up with her," on the tenth. "She was a letter of marque with fourteen guns, eight nines, and six sixes. She fired upon us, and one of her shot went through our mizzen yard. I happened to be upon the quarter deck, and in the direction from the ship to the yard, so that the ball went directly over my head. We, upon this, turned our broadside, which the instant she saw, she struck. Captain Tucker, very prudently, ordered his officers not to fire." A note to this statement stated that it was to this incident that Mr. Sprague, in his Eulogy of Adams and Jefferson, referred in the following anecdote: "Discovering an enemy's ship, neither Commodore Tucker nor Mr. Adams could resist the temptation to engage, although against the dictates of prudent duty. Tucker, however, stipulated that Mr. Adams should remain in the

23. (Continued)
lower part of the ship, as a place of safety. But no sooner had the battle commenced, than he was seen on deck, with a musket in his hands, fighting as a common Marine. The Commodore peremptorily ordered him below; but called instantly away, it was not until considerable time had elapsed that he discovered this public minister still at his post, intently engaged in firing upon the enemy. Advancing, he exclaimed, 'Why are you here, sir? I am commanded by the Continental Congress to carry you in safety to Europe, and I will do it;' and, seizing him in his arms, forcibly carried him from the scene of danger."; This incident as quoted was republished in the Daily National Intelligencer, Washington, D.C., August 29, 1826, 3, from the Salem Gazette; On another date it was published in the same paper from the Richmond Whig; The Daily National Intelligencer, September 16, 1826, 3, published the following extract of a letter received from Commodore Tucker by a gentleman in Bath, Maine: "We fell in with a very large armed ship, though not a cruiser. She, however, soon appeared in a posture of engaging, and having our ship in readiness, with the men at their quarters, it became my duty to give Mr. Adams such information as was necessary. He followed me on deck where we conversed a few minutes on the subject of taking the ship, and after listening a moment or two to my entreaties for his safety, took me by the hand with a God bless you and descended the gangway ladder into the cockpit. I stepped after, and coming alongside the ship, hailed. His answer was a broadside and he immediately struck his colors before I could, to good advantage, discharge a broadside into him. Being very near, and in such a position that the smoke blew directly over our ship, while looking around on the quarter deck, observing the damage we had sustained from his fire, I observed Mr. Adams among my Marines, accoutred as one of them, and in the act of defence. I then went to him and said, 'my dear sir, how came you here?' With a smile he replied, 'I ought to do my share of the fighting.' This was sufficient for me to judge of the bravery of my venerable and patriotic friend Adams."; See also Journal of American History, III, 3rd quarter, 1909, 437; Abbot, Naval Hist. U.S., 121; Life of John Adams, I, 390-391.

24. See Note 148, Chapter V.

25. Scharf, Hist. of Md., 203; Mrs. Mary Barney, Joshua Barney, 67; Records Columbia Hist. Soc., XIV, 84; "Fevret de Saint Memim Coll. Portraits," 29, states he was a brother of Commodore Barney, served in Army in War of 1812, and kept a hotel in Georgetown, D.C.;D.A.R. Mag., July, 1923, 409; Nav. Inst. Proc., July-August, 1916, 1242.

26. Out-Letters Marine Committee, I, 220 (To Col. John Beatty); Nav. Records of the Rev. (Marine Committee to Plunkett), 69.

27. Out-Letters Marine Committee, I, 281.

28. Clowes, Royal Navy, IV, 16.

29. New London Hist. Soc., I, Part 2, 50, "Capt. James Day of the Marine being mortally hurt dying the day after the battle"; See Coll. Conn. Hist. Soc., VIII, 244-245.

30. Caulkins, Hist. of Norwich (Conn.), 404; New London Hist. Soc., Part 2, I, 50; Idem, I, Part 4, 41, states "Captain James Day of the Marines being mortally hurt dying the day after the battle;" New England Mag., February, 1907, 714-724.

31. See Coll. Conn. State Lib., Hartford, IX:157b, 159c; IX:134a, 135b; IX:155 for information about Private Henry Arnold who served on Oliver Cromwell; See Idem, XXXI:87a, for service of Private Asa Lyman on Oliver Cromwell; See Id., IX:248-251, for reports of Captains Smedley & Captain Parker of capture of Admiral Keppel & Cyrus; See Idem, IX:120 for Pay Order for Eliphalett Roberts, August, 1776, on board Oliver Cromwell; Pay Order for Ephraim Bill, September, 1776, on Oliver Cromwell in Coll. Conn. State Lib., Hartford, IX:123ab, Idem, IX:154 gives Eliphalett Roberts' account of expenses in listing, etc., September, 1776-April, 1777; Idem, IX:130, is Governor Trumbull's letter asking for an account of seamen and Marines to know if any can be released, February 22, 1777; Captain Coit's report to the Governor of the number of men needed dated February 24, 1777, states that the Oliver Cromwell would be ready for a cruise in about 15 days (Idem, IX:131); Idem, IX:132, shows letter by Eliphalett Roberts showing his uneasiness at management of the ship & that the 1st lieutenant did not want any advice, states "Some one gentleman has done all the mischief"; Record of dismissal of Michael Melally from office of 1st lieutenant on Oliver Cromwell on March 14, 1777; See Collections Connecticut State Library, Hartford, IX:138; For list of officers, Marines and seamen belonging to the Oliver Cromwell, See Id., IX:133, 134, 135, 136; For list of men enlisted by Eliphalett Roberts, September, 1776-January, 1777, See Id., IX:155; For Pay Rolls of the Oliver Cromwell, See Id., IX:243; XXXI:86, 87; XXXI, 88, 89b.

32. See Treaties and Conventions, 1889, 308.

33. Out-Letters Marine Committee, (Morris to Jones, February 1, 1777), I, 69; Paullin, Navy Amer. Rev., 175.

34. Wharton, Diplomatic Correspondence, IV, 288-290 (Jones to Sec., Board of Ad., March 13, 1781).

35. See Notes in Chapter III, where Jones recruited for the Ranger; also Notes 43, 44, 45, of this Chapter; See also Notes 48 and 52 of this Chapter; Buell, John Paul Jones Founder of the American Navy, is thoroughly inaccurate, and II, 339-342, is no exception; Jones' Correspondence with a certain Major Frazier, (John Paul Jones Papers, letter, Jones to Frazier, July 15, 1777; John Paul Jones Papers, I, letter, Jones to Robert Morris, July 28, 1777; John Paul Jones Papers, II; Frazier to Jones, July 26, 1777; John Paul Jones Papers, letter, Jones to Robert Morris, October 30, 1777; John Paul Jones Papers, II; John Paul Jones Papers, letter, Jones to Robert Morris, December 11, 1777; John Paul Jones Papers, II, letter, Jones to Frazier, July 26, 1777; Nat. Geog. Mag., XXXII, No. 4, 301) indicated that he also probably acted as a volunteer Marine Officer without commission on the cruise to France; Jones "named one single officer, Captain Parke, of the Marines." (DeKoven, J.P. Jones, I, 281-282).

36. Sherburne, John Paul Jones, 43; The Southern Literary Messenger, XXIV, 19-20, refers to Stars and Stripes raised on the Ranger at Portsmouth, N.H., in 1777; See A.&.N. Register, September 30, 1905, 17, describing the unveiling of a monument on September 23, 1905, on the site of the Landgon Shipyard on Badger's Is., where Ranger was launched on May 10, 1777. Ranger carried despatches of Burgoyne's surrender and on February 14, 1778, received "the first salute to the Stars & Stripes; Niles Weekly Register, II, No. 41, 249, June 13, 1812; Putnam, Amer. Naval Heroes, War of Rev., 95; Perkins, France in Amer. Rev., 244; "A General View of the Rise, Progress and Brilliant Achievements of the American Navy to October 20, 1827," 39; The Standards, Flags and Banners of the Pa. Soc., S.A.R., 10; Clowes, The Royal Navy, IV, 11; Mackenzie, Life of Paul Jones, 54-55; Hamilton, Life of John Paul Jones, 52; Sherburne, Life of Paul Jones, 37; Cooper, Lives of Distinguished American Naval Officers, II, 33; Granite Monthly, 1881-1882, V, 64-68; According to Greenwood, in his John Manley, 89-90 quoting the London News of May 7, 1778, the Revenge (Conynham) flying the Stars and Stripes received a salute in March, 1778, in Cadiz, by Spain; The Resistance (Chow) flying

36. (Continued)
"Continental flag" at Martinique, seemed to secure respect in 1778 (Greenwood, John Manley, 88-89, quoting N.J. Gazette, April 15, 1778).

37. Scharf, Hist. of Delaware, I, 225-226, claims "the brig Nancy (Captain Hugh Montgomery), of Wilmington," Delaware, shortly after July 4, 1776, received a salute at St. Thomas, Danish Island, now Virgin Islands; Reprisal after defeating Shark entered St. Pierre, Martinique, July 20, 1776 flying "provincial Colors" of "field of white and yellow with 13 stripes" and later arrived at Philadelphia early in September, 1776. (Amer. Archives, 5th Series, I, 609-610; Id., 5th, II, 323-324; Pa. Gazette, September 18, 1776; Remembrancer, IV, 173).

38. Cooper, Hist. Navy U.S., I, 132; Nat. Geog. Mag., XXXII, No. 4, 294-295; Cooper, Lives of Disting. Amer. Nav. Officers, II, 33; Spears, Hist. of Our Navy, I, 69; D.A.R. Mag., October, 1919, 597.

39. Clark, Naval Hist. U.S., (1814), I, 61; Maclay, Hist. Amer. Privateers, 88-89, gives the year as 1778; Gordon's Hist. of Amer. Rev., III, 51-52; Greenwood, John Manley, 86-87.

40. "We had the mortification to see the usual honors paid to two Dutch frigates, and above all to the Revenge American privateer, commanded by Cunningham, who came swaggering in with his thirteen stripes, saluted the Spanish admiral, had it returned, and immediately got product." (Neeser, Letters, etc., Cruises Gustavus Conyngham, 127-128, quoting London Chronicle, May 5-7, 1778).

41. Congress adopted the Stars and Stripes, on June 14, 177

42. Franklin Papers, Amer. Philo. Soc., Philadelphia, XLVII, 102, and Calendar, IV, 249.

43. John Paul Jones Papers (Parke to Jones), February 19, 1778; Papers of Cont. Congress, 168, I, 35, Jones to Eastern Navy Bd., February 23, 1778; John Paul Jones Papers, III, Jones to U.S. Commissioners, August 15, 1778; American Philo. Soc., Philadelphia, XLVII, 102, and Calendar, IV, 249; Jones was disappointed at not receiving the Indien, later re-named the South Carolina.

44. John Paul Jones Papers, III, August 15, 1778; John Paul Jones Papers (Parke to Jones), February 19, 1778; 2nd Lieutenant Samuel Gamage served on board the Deane,

44. (Continued)
August 26, 1778 to September 15, 1779, and resigned his Commission November 2, 1779 (Index-Digest in Navy Archives of Correspondence of Treasury Department, concerning Naval Affairs); American Philo. Soc., Philadelphia, XLVII, 103, and Calendar, IV, 250.

45. Cooper, Hist. Navy U.S., I, 167; Surgeon Ezra Green of the Ranger under date of April 19, 1778, wrote in his Diary that a cutter mounting eight guns would not have "slipped through our fingers" and we "might have taken her with great Ease" "had the Captain have permitted the Marines to fire on them when they first came under our lee Quarter."

46. Journal of Jones in Niles Weekly Register, II, June 13, 1812, 250; Laughton, Studies in Naval History Etc., 379-380; Abbot, Naval Hist., U.S., 68; Sherburne, John Paul Jones, 45-47; Buell, John Paul Jones, Etc., I, 110-112; Mackenzie, John Paul Jones, 60-67; Hamilton, John Paul Jones, 56-58; Clowes, Royal Navy, IV, 11-12, minimizes this operation stating the guns of the "delapidated fort" were easily unspiked and the fire was put out; Memoirs of Paul Jones (Scotland, 1830), 177-178, states Cooper's hero of "The Pilot" was Jones and that Allan Cunningham had also used Jones as a hero; Cooper, Hist. Navy U.S., I, 169; Letter Book of John Paul Jones, I, 23, in Navy Library; Maclay, Hist. of Navy, I, 76; Hamilton, Life of John Paul Jones, 56-58; Mackenzie, Life of Paul Jones, I, 60-67; Spears, Hist. of Our Navy, I, 145; See Lendrum, Hist. of Amer. Rev., II, 111, for brief account; There was a rugged and dauntless honesty about Samuel Wallingford that must be admired. He was brave as attested to by his friend and shipmate, Ezra Green, Surgeon of the Ranger; he was loyal, for John Paul Jones himself wrote that Wallingford volunteered for duty at Whitehaven after the "two lieutenants, being averse to the enterprise, and yet being unwilling to discover their true motives, feigned illness"; he was efficient and had a promising future, according to Jones; he was a patriot, if there ever was one, and left a bride at home when he sailed from America on the Ranger; he was a perfect gentleman as proved by the letters of both Lady and Lord Selkirk; he possessed every good quality of an American Marine. Yet, with all this, there comes down to us an unjust criticism (that is attributed to John Paul Jones); (Sands, John Paul Jones, 82; Mackenzie, John Paul Jones, 60-67; Hamilton, John Paul Jones, 56-58; Laughton, Studies in Naval History, Biographies, 379-380; Wharton, Diplomatic Correspondence, 288-290) of his conduct during the Whitehaven landing. Piqued at his not arriving on the beach at Whitehaven as early as he had anticipated (due to his own miscalculations and which was the true cause of

46. (Continued)
the partial failure of the expedition) and the going out of the candles of both parties before they could set the shipping on fire, John Paul Jones is quoted as criticizing Lieutenant Wallingford for not setting fire to the shipping on the North side of the Harbor. Since the detachment led by himself did not set fire to the shipping on the South Side, it would appear that, to be impartial, he should have criticized himself, for he equally failed. It is difficult to reconcile the praise extended to Wallingford by Jones and these critical expressions. There have been so many words put in Jones' mouth by his biographers that possibly Jones might never have made the latter. There is no question but that the task assigned by Jones to Wallingford to set afire private property at Whitehaven was distasteful to him. Equally, there is no question but that he made every effort to complete his mission and was only prevented from doing so by the torch going out. After doing his best, and failing for the same reason that Jones' party did, he boldly and bluntly informed John Paul Jones that "nothing could be got by burning poor folk's property." There was a nobility about Wallingford in this incident that was absent in Jones. Much as he apparently abhorred the duty, he loyally volunteered to perform it, subordinating himself completely to the policy of his commanding officer. Having done his duty he gave vent to his true personal ideals and to an expression that is an intimate part of the spiritual foundation of our Country and our Corps; DeKoven, John Paul Jones, 287-288 publishes a certificate of Lieutenant Jean Meyer, a Swedish officer who embarked on Ranger on February 12, 1778, that criticizes Wallingford. Meyer was a Lieutenant in Infantry Regiment of the Baron de Fleming in service of Sweden. Certificate is uncited, however.

47. Thurston, Nelson and Other Naval Studies, 199; Sherburne, Life of Paul Jones, 62, sets forth apprehensions along coasts of Great Britain and Ireland; Spears, History of Our Navy, I, 155, wrote that Jones "electrified France and appalled England."

48. Diary of Ezra Green, Surgeon of the Ranger, stated that "Captain Jones with Lieut. Wallingford and about 12 men went on shore" to take Lord Selkirk; Niles Weekly Register, II, No. 41, 250, June 13, 1812.

49. Letters dated April 24, 1778 and May 15, 1778, copy in Letters and Documents at St. Mary's Isle, Relating to John Paul Jones, filed in Navy Library; Clark, Stevens, Alden, Krafft, Short Hist. U.S. Navy, 29; Sherburne, John Paul Jones, 49; DeKoven, John Paul Jones, I, 310.

50. Letter dated June 9, 1778, Copy in Navy Library in "Letters and Documents at St. Mary's Isle, relative to John Paul Jones," 41; DeKoven, John Paul Jones, I, 320; St. Mary's Isle is "one mile from Kirkcudbright" (Id., 56); Samuel Wallingford mentioned on ID., 70, 174.

51. "Let. and Doc. at St. Mary's Isle Relating to J.P.J.", 33, in Navy Library.

52. Buell, John Paul Jones, 115-121; Abbot, Naval Hist., U.S., 77; Log Book of the Ranger shows "Lieutenant of Marines Samuel Wallingford" was killed. (Photo of Log in Navy Library); Spears, Hist. of Our Navy, I, 154; DeKoven, John Paul Jones, I, 320; Granite Monthly, 1881-1882, V, 64-68; Cooper, Hist. Navy U.S., I, 172; Maclay, Hist. of Navy, I, 80; Cooper, Lives of Distinguished American Naval Officers, II, 42; Taylor, Life of Jones, 85; Hamilton, Life of Jones, 64; Mackenzie, Life of Paul Jones, I, 75; Diary of Surgeon Ezra Green of the Ranger; on date of his death Lieutenant Wallingford had an infant son George Washington Wallingford. While touring U.S. in 1817, President Monroe visited Kennebunk, Maine, and the address was made by George Washington Wallingford. (Niles Weekly Register, XII, 361); See Willis, Law and Lawyers of Maine, 252-256, regarding son of Lieutenant Wallingford.

53. See Taylor, Life and Correspondence of John Paul Jones, 45, 85, Buell, John Paul Jones, Etc., I, 115-121; Sands, John Paul Jones, 85; Mackenzie, John Paul Jones, 66-67.

54. Ezra Green's Diary for April 25th (page 41) states that "in the evening committed the body of Lieutenant Wallingford to the deep with honors due to so brave an officer."

55. The Granite Monthly, 1881-1882, V, 68.

56. Pension Records; The muster Rolls of the Ranger for this period show William Morris in command of 37 Marines (including 2 sergeants, 2 corporals, 1 Drummer, 1 Fifer, and 31 privates) and is in Archives of Pa. Hist. Soc., Philadelphia, in "Box 17" of Muster Rolls, etc. Three Marines were put on board prize brig Dolphin according to these rolls. Muster roll of the Ranger at capture of brig Lydia Crosley and sloops Henry and Swift (1779) is also given; D.A.R. Mag., July, 1923, 413.

57. John Paul Jones Papers (Wm. Morris to Jones, May 26, 1778).

58. See Naval Institute Proceedings, June, 1911, 470-471.

59. Paullin, Navy Amer. Rev., 370; See also Collections Connecticut State Library, Hartford, XVIII, 293-295, X, 220; D.A.R. Mag., February, 1919, 80-85.

60. "France tingled with joy at American victories and sorrowed at American reverses, but motives were mingle and perhaps hatred for England was stronger than love of liberty in America." (Wrong, Washington and His Comrades in Arms, 182); France had a "strong wish to humiliate England" (Perkins, France in Amer. Rev., 21).

61. According to many authorities among these Haitians were Beauvais, Rigaud, Chauvannes, Jourdain, Lambert, Christophe, Morne, Villate, Toureaux, Cange, Martial Besse, Leveille, Mars Belley, and others. According to many authorities (Leger, 42; Robin, History of Haiti, 47; Benito Sylvain, DuSart des Indigenes dans les Colonies d'Explortation, 102); See in this connection Jones, Hist. of Georgia, II, 384; E. Ferett & Co., Philadelphia, Stories of the Rev.; Paris Gazette, January 7, 1780; Mahan, Influence of Sea Power Upon History, 375; Address of Carl Kelsey delivered April 29, 1922 before Society Sons of the Rev., D. of C.; The War of Independence in the U.S., affected the mulatto population of Haiti to the extent that they claimed equal political rights with the whites. (Kingsford, Hist. of Canada, VIII, 3-11); "To increase their forces the French Commanders permitted the free blacks and mulattoes to enlist and they did good service; but when they returned to their country, they spread widely a spirit of disaffection, which no ordinances could destroy." (St. John, Black Republic, 31-32); Journal of Congress, February 22, 1776 mentions a ship arriving from Port-au-Prince; Journals of Congress, September 22, 1783 resolved that application be made to U.S. Minister in France to get information about schooner Good Fortune being condemned at Cape Francois on November 4, 1782.

62. Cowell, Spirit of '76 in Rhode Island, 156, 157, 314; Arnold, Hist. of R.I., II, 417; Captain Jones in 1807 was elected member of the General Assembly from Providence; was Speaker from May, 1809 to April, 1811, when he was elected Governor of Rhode Island and continued as such until 1817. (Biographical Cyclopedia of R.I., 155-156); John Deshon on March 9, 1778, wrote

62. (Continued)
Navy Board at Boston; "Captn. Whipple has also recommended Captn. Joans for his Captn. of Marines. He is a man well acquainted with the service having been in it most of the War, and has great interest in raising a compy of Marines. His appearance and character is such I apprehend as will do honor to the service." (Publications of the R.I. Hist. Soc., VIII, 214-216).

63. Thomas Greenleaf was the son of Joseph Greenleaf of Boston. (D.A.R. Mag., January, 1922, 29); Calendar of Franklin Papers, Amer. Phil. Soc., Philadelphia, II, 5.

64. See Notes on Battle of Lake Champlain in Chapter V; New Eng. Hist. and Gen. Reg., XXXIII, 36-41.

65. Franklin Papers, Amer. Philo. Soc., Philadelphia, II, 71.

66. D.A.R. Mag., January, 1922, 29; On January 9, 1779, Joseph Greenleaf at Boston wrote Benjamin Franklin begging him to have his son, who had been a prisoner in Portsmouth Jail, exchanged (Franklin Papers, Amer. Philo. Soc., Philadelphia, XIII, 23, and Calendar, II, 5); On October 27, 1779, "two Americans came on board one of which named Wm. Greenhill acted in the station of a Lieutenant, having made his escape from Fortun Prison in England. (Barnes, Journal of Serapis, in "The Logs of the Serapis, Alliance, Ariel," 25, 35); Nathaniel Fanning who served on Bon Homme Richard was also captured on the Angelica (Fanning's Narrative, Barnes, 1-3).

67. Probably Captain Thomas Pickering of Portsmouth, N.H., commander of the privateer Hampden who fell in battle with an English letter of marque (a British East Indiaman) in March, 1779. (Brewster, Rambles About Portsmouth, N.H., 242); Captain Pickering was killed at Annapolis, Nova Scotia, says a petition from Mrs. Pickering and he married Dorothy Stover of Cape Neddock. (Brewster, Rambles About Portsmouth, N.H., 112); See also Id., 222; Maclay, Hist. Amer. Privateers, 135, refers to this battle.

68. Cooper, Hist. Navy U.S., I, 179-187; See also Mackenzie, Life of Paul Jones, I, 138-145.

69. Cooper, Hist. Navy U.S., I, 188-189; Penna. Mag. Hist. & Biog., VIII, 253; Clark, Naval Hist. U.S., I, 94, describes this cruise but dates and minor facts vary.

70. This is from Collum, Hist., U.S.M.C., which has been found extremely inaccurate regarding Marine personnel of the Revolution.

71. Penna. Gazette & Weekly Advertiser, May 26, 1779 and June 2, 1779; Arnold, Hist. of R.I., II, 440; See Penna. Archives, Series 2, I, 567, for letter dated January 20, 1776, thanking Committee of Safety for "the commission of First Lieutenant."; Clark, Naval Hist. U.S., I, 96, gives 4 killed and 10 wounded.

72. Outlook, III, January 3, 1903, 81; Neeser, Letters & Papers of Gustavus Conyngham, 160.

73. Secret Journals of Congress, I, 92-96.

74. Secret Journals of Congress, I, 99-100.

75. Schomberg, Naval Chronology, I, 433.

76. Wharton, Diplomatic Correspondence, III, 75; Paullin, Navy Amer. Rev., 275; Fiske, Amer. Rev., II, 121.

77. Field, Britain's Sea Soldiers, 144-145, 147; Jared Spark, Memoirs of Ledyard's Life and Travels; A. Hogg, A Collection of Voyages; See also Meany, Hist. State of Washington, 40-44; Paine, Ships and Sailors of Old Salem, 196-197; Ledyard obtained his discharge from the British Marines and "applied himself to an attempt to reach the North Pole overland; but after traversing Russia and a considerable portion of Siberia on foot and alone, he was compelled to relinquish the attempt through the jealousy of the Russian authorities, by whom he was thrown in prison." He was released and took up African explorations, dying at Cairo in 1783. (Field, Britain's Sea Soldiers, I, 147).

78. Out-Letters of the Marine Committee, II, 64; See also Paullin, Navy Amer. Rev., 166-167, citing Bancroft, Hist. U.S., V, 319; Marine Committee, Letter Book, Committee to Navy Board, Boston, September 28, November 10, 1779.

79. Out-Letters, Board of Admiralty, II, 197 (May 18, 1780 Wharton, Diplomatic Correspondence, II, 324-327; Paullin, Navy Amer. Rev., 278.

80. Naval Inst. Proceedings, XXXI (1905), 158; Wharton, Diplomatic Correspondence, II, 324-327; Paullin, Navy Amer. Rev., 278.

81. Peabody, John Manley, 18-19.

82. Jason was a privateer, See Chapter IV, Note 53.

83. Greenwood, John Manley, 109.

84. Field, Britain's Sea Soldiers, II, 307-308.

85. Pronounced Bagaduce.

86. Marine Corps Gazette, December, 1918, 281; Allen, Naval History of the Amer. Rev., II, 423-437.

87. Rear Admiral Colby M. Chester goes so far as to conclude that "next to the Nassau affair [New Providence, Bahama Islands in 1776] the Penobscot Expedition was the chief glory of the Marines in the Revolutionary War." (Marine Corps Gazette, December, 1918, 281); J.S. Barry, History of Mass., 160-163, is the sole authority located in hundreds that criticizes the Marines and he is obviously in error.

88. See Notes 227-231, Chapter V.

89. Mass. Hist. Soc. Proc., IV, 129-133.

90. Cooper, Hist. Navy U.S., I, 237; Clark, Naval Hist. U.S. (1814) II, 98; J.S. Barry, Hist. of Mass., 160-163, citing Thacher's Journal, 166, and Williamson, Maine, II, 470; Barry, Hist. of Mass., states that "1,500 men were ordered to be raised by the General Court in addition to the Marines on board of the public vessels; but only about 900 engaged, and of these some were pressed into service." (Bradford, II, 179; Williamson, Maine, II, 471).

91. Capt. Perez Cushing of Lt. Col. Paul Revere's Regt., asked permission to go on board Hazard on a cruise, spring and summer of 1779. With about 30 soldiers. Went on cruise and captured vessels in West Indies. He was in Penobscot Expedition. (Mass. Mag., I, 199); Clark, Hist. Navy U.S., I, 99, shows the ship Hampden of Portsmouth, N.H., was also present; See also Stedman, Hist. Amer. War, II, 147-152; See Mass. Rev., Arch., Penob. Ex. CXLV, for information concerning Captain Cushing; the Lieut. of Marines of Hazard on July 6, 1778 was Curthburt Inglesby (Mass. Board of War Orders, July 6, 1778, photostat in Navy Archives, XV).

92. Weymouth Hist. Soc., No. 1, VII, 58; Mass. State Arch. CXLV, 275, 284.

93. New England Mag., January, 1907, XXXV, 576; Barry, Hist. of Mass., 160-163, citing Williamson, Maine, II, 472; Paullin, Navy Amer. Rev., 350.

94. Mass. Rev. Arch., Penob. Ex., CXLV, 145; Marine Corp Gazette, December, 1918, 281; apparently Welsh relieved Captain Richard Palmes on the Warren. (Out-Letters of the Marine Committee, II, 84, 85, To Navy Board, Eastern Department, June 7, 1779).

95. The Navy Board, Eastern Department issued orders to Dudley Saltonstall, Commander of the ship Warren on July 13, 1779 for service in the Penobscot Expedition. Among other things he was directed to "preserve the greatest harmony with the Commander of the Land Forces." (Mass. Rev. Arch. Penob. Ex., CXLV, 39); recruiting for the privateers seriously interfered with the assembling of men for the Penobscot Expedition. Am embargo on privateer recruiting for forty days was put into effect on July 3, 1779 and repealed on August 21, 1779. (Mass. Rev. Arch., Penob. Ex., CXLV, 8, 346).

96. Mass. Rev. Arch., Penob. Ex., CXLV, 266-270; Mass. Soldiers & Sailors, IV, 922; Mass. Mag., July, 1910, III, 180-183.

97. Allen, Naval Hist. Amer. Rev., II, 423-437; Boston Gazette, August 9, 1779; Report of General Lovell; Cowell, Spirit of '76, 317, 318; See also Penna. Mag. Hist. & Biog., VIII, 253-254, referring to "Spirit of '76" and Narrative of Thomas Philbrook; But see Wheller, 295; Hist. Mag., February, 1864. Paul Revere Lt. Col. Artillery, deposed: At a council of war held on the Warren on July 26, 1779 "it was agreed that a detachment of Marines under Captain Welsh should attack Bank's Island and that they be supported by a party of militia under Brigadier-General Wadsworth." "I am ordered to send one field piece with the Marines. They git (sic) possession of the island." (Mass. Rev. Arch. Penob. Ex., CXLV, 246); On July 25, 1779 the Pallas received orders "to cover the landing of the Marines on an Island." (Mass. Rev. Arch. Penob. Ex., CXLV, 218-218a). "Arrived on the 25th [of July, 1779]. On the 26th I was ordered by Colonel Revere with my company of two 18-pounders one 12 and a howitzer to proceed to Banks Island. On the 27th * * *." Landed on July 28, 1779. (Dep. of Perez Cushing, Captain of Artillery, Mass. Rev. Arch., Penob. Ex., CXLV, 312). On July 26, 1779 "a party of Marines and militia landed on and possessed themselves of Bank's Island which occasioned the enemy's ships to move farther up the river, but no landing effected or attempted on Lagaduce." (Report of Captain Allen Hallet in Mass. Rev. Arch., Penob. Ex., CXLV, 207-209). Lieut. of Marines Williams Downe of the Tyrannicide deposed that on July 26, 1779 "Captain Cathcart ordered

97. (Continued)
me to get my Marines ready to land, which I did and about 5:00 p.m., landed on Bank's Island, which the enemy left precipitately." (Mass. Rev. Arch., Penob. Ex., CXLV, 267). G. Brown deposed that on July 26, 1779 "the first division is ordered into their boats to make a feint of landing on the Bagaduce Head, while the Marines are to land on an Island. * * * The Marines made good their landing, drove the enemy off the Island and took four pieces of artillery, a small quantity of ammunition and without any loss." The military lost Major Littlefield and two men by a chance shot from the enemy's shipping. (Mass. Rev. Arch., Penob. Ex., CXLV, 254). Joshua Davis, Agent of Transports and Superintendent of Boats, deposed that on "Monday, the 26th, received orders to embark 300 troops to reinforce the Mareins in taking possession of an island in the mouth of the harbor where the enemy had some works, which we took and landed" artillery. (Mass. Rev. Arch. Penob. Ex., CXLV, 331). Captain Cathcart of the Tyrannicide reported that each ship furnished "a number of Marines to take possession of Banks Island" "under cover of the sloop Providence, brigs Pallas and Defence." General Lovell, on July 27, 1779, aboard the Sally wrote that he with "particular satisfaction returns his thanks to Captains Hacker, Johnson and Edmonds for their spirited assistance they afforded the Marines in covering their landing, and the Officers of Marines, who so nobly and with such alacrity made good their landing" on July 26, 1779, "on the Island and more particularly for their forcible charge on the enemy which occasioned their precipitate retreat and the acquirement of two pieces of cannon." (Mass. Rev. Arch. Penob. Ex., CXLV, 437). "Some of the Marines and soldiers under the command of the brave Captain Welsh took possession of Banks Island, which occasioned the enemy's ships to slip their cables and move farther up the river." So close were the Americans to the British that they "heard them damning the Yankes." (Dep. Joshua Davis, Mass. Rev., Arch. Penob. Ex., CXLV, 326-327); Mass. Rev. Arch., Penob.Ex., CXLV, 118.

98. Mass. Rev. Arch., Penob. Ex., CXLV, 274; See also Id., 170, 269, 311a, 319, 336-340; Captain Carnes was of Salem, Mass. (Id., 170).

99. Deposition of Lieut. William Downe, Mass. Rev.Arch. Penob. Ex., CXLV, 266; See also Id., 326-327.

100. Mass. Rev. Arch., Penob. Ex., CXLV, 246.

101. Mass. Rev. Arch. Penob. Ex., CXLV, 207-209; See also Id., 307-309.

102. Mass. Rev. Arch. Penob. Ex., CXLV, 119.

103. Clark, Naval Hist., U.S. (1814), I, 99-100.

104. Mass. Rev. Arch., Penob. Ex., CXLV, 258-259, 269-270.

105. Historical Magazine, Series I, VIII, 51; History of Penobscot County, Maine, 89; Mass. Rev. Arch. Penob. Ex., CXLV, 256, 257, 268, 443-444; Lieut. of Marines William Downe, of the Tyrannicide deposed that on July 27, 1779 "the Marines were ordered on board" the different vessels, and that about 3 p.m., 27th, Downe was ordered "to get ready to land at midnight"; that on July 28, 1779 at "about one in the morning I went in the boats with my men and about three o'clock landed on Bluff Head of Bagaduce" * * * "drov enemy from ground which I think they might have kept forever if they had chose to defend it." I pushed on with my men after the enemy, till I had got to the edge of the wood in plain sight of the main fort of the enemy and which at that time was scarcely three feet high on the northwestern and northern part of it and considering the confusion they must have been in and the ardor which our troops were animated with, if the ships had attacked the enemy that time as to have prevented the land forces from receiving any succour from the fleet, we could very easily have carried the place that morning." As the ships did not go in, the "land forces were obliged to encamp in the woods where we lay several days before anything material happened." (Mass. Rev. Arch., Penob. Ex., CXLV, 267-268). G. Brown deposed that: "The Marines on the right under the command of Captain Welsh;" First Division, General Wadsworth; second by Col. McCobb; third and left Division under Colonel Mitchell, General Lovell in center of column. Landing at about half an hour before sunrise. "In approaching the shore the Marines received the fire from the enemy and returned it with such spirit, as to cause a general discharge of musketry from them. The troops pushed for the shore, landed and formed as well as could be expected for a body of militia." They "mounted the heights and drove the enemy to their Fort, where it was thought imprudent to storm until a line of defence was secured and orders given for a supply of ammunition." (Mass. Rev. Arch., Penob. Ex., CXLV, 255). Paul Revere deposed that the enemy's fort "was as high as a Man's Chin; that it was built of square logs" (Mass. Rev. Arch., Penob. Ex., CXLV, 246-247). "The 25th and 27th we took possession of Bank's Island and secured it. The next night the Marines and Land Forces were reembarked and the works on the Island left to the care of Captain

105. (Continued)
Hacker," (Dep. of Jere. Hill. Adjt. Gen. in Mass. Rev. Arch., Penob. Ex., CXLV, 287). "The troops with the assistance of the Marines landed and took possession of the Heights of Bagaduce * * *the officers and men deserve their Country's thanks for their activity and bravery." (Dep. of Gilbert W. Speakman, Mass. Rev. Arch. Penob. Ex., CXLV, 307-309). Lieut. Andrew McIntyre, Artillery, commanded a "field piece in the attack on Bank's Island," the day after they arrived. He remained there all the next day until night when on July 28, 1779 Lieut. Andrew McIntyre, art., landed. Followed Gen. Lovell up the Steep. Formed line. Woods thick Halted by Gen. Lovell. "While we were halting, two Marines came along and inquired for Captain Carnes. Colonel Revere asked them, what Captain Carnes; they said 'Captain Carnes of the Marines.' They said they had lost him." "A short time after, Captain Carnes came along. He went up to Colonel Revere and shook hands with him. Colonel Revere told him some of his men were looking for him and that they thought he was lost." (Deposition of Lieut. Andrew McIntyre Mass. Rev. Arch. Penob. Ex., CXLV, 311a). T. J. Carnes, Capt. of Marines of the ship Putnam deposed: "Being appointed by the Honorable Council to command the Marines on board the Putnam, Daniel Waters, Commander, for the Penobscot Expedition, after being there some days I received orders from the Commodore to have my Marines in order to land with the troops of the morning of the 28th of July". Col. Reveres' "Corps landed to the left of the Marines." Revere was to land as a "Corps de Reserve." (Mass. Rev. Arch., Penob. Ex., CXLV, 274). Paul Revere wrote that "as to the charges brought against me by Captain Carnes, for which I was arrested by the Council, I expected, he would have endeavored to have proved, one by one; * * * After all, what does he swear to: First, that I staid on the beach with my men, and did not go up the steep till the Marines and Militia had got possession of the heights. Second, That I carried all my men on board the Transport and that they lodged there and that the sailors got my cannon on shore." Revere claimed that both charges were proved false. (Mass. Rev. Arch. Penob. Ex., CXLV, 336-340). For charges against Lt. Col. Paul Revere. (See Mass. Rev. Arch. Penob. Ex., CXLV, 166). Downe reported that on August 11 General Lovell was ashore with 500 men. 200 men were sent to draw the enemy out of his works. These 200 men "broke" and messed the operation terribly. (Mass. Rev. Arch. Penob. Ex., CXLV, 268-270). G. Brown deposed that on August 11, 1779 General Lovell "ordered 600 men to be paraded at twelve o'clock but many of the men not very fond of storming lines, thought it much safer to scuttle in

105. (Continued)
the woods and 400 only could be collected for the purpose of drawing the enemy out." The attack on this fort was a failure, the militia "breaking." (Mass. Rev. Arch., Penob. Ex., CXLV, 258); See also Mass. Rev. Arch. Penob. Ex., CXLV, 218-218a, 239, 240, 242, 258-259, 269-270, 300.

106. Clark, Naval Hist. U.S. (1814), I, 99; "During the siege (but particularly at the landing) many acts of valor and skill were exhibited by the Militia, Marines and Seamen." (Clark, Naval Hist. U.S. (1814), I, 100); Barry, Hist. of Mass., 160-163, wrote: "A steep precipice, 200 feet high was to be scaled in the face of an enemy securely posted."

107. Allen, Naval Hist., Amer. Rev., II, 423-437; M.C. Gazette, December, 1918, 281; See T. Jones, Hist. of N.Y., I, 297-299, for a service criticism.

108. Mass. Rev. Arch. Penob. Ex., CXLV, 244; On September 25, 1779 Captain Allen Hallet reported that about five days before the enemy's fleet arrived he "proposed to send a body of Marines, to assist General Lovell, in cutting off the retreat of the enemy's sailors. The Commodore then turned to" some of the Captains "and asked them how many Marines they could furnish; they answered, none. I then made an offer of 50, of which he took no notice. Captain Williams, I think, said he could furnish about 30 or 35 and Captain Cathcart said he could furnish about 25. The Commodore took no notice of this." (Mass. Rev. Arch. Penob. Ex., CXLV, 210).

109. Sergeant Lamb, Royal Welch Fuzileers, Journal, 278-279, wrote of this operation and destruction of vessels; Schomberg, Naval Chronology, I, 468; Gordon, Hist. Amer. Rev., III, 304-307; Barry, Hist. of Mass. 160-163, says the whole country was filled with "grief and murmurs"; Lendrum, Hist. Amer. Rev., II, 101-102, wrote that "a quarrel broke out between the soldiers and seamen concerning the cause of their disaster, which ended in a violent fray wherein a great number were killed." Mass. Rev. Arch. Penob. Ex., CXLV, 269-270. General Wadsworth deposed: "The failure of the Expeditionuunder inquiry seems to me to be owing principally to the lateness of our arrival before the enemy, the smallness of our Land Forces and the Uniform backwardness of the Commander of the Fleet" (Mass. Rev. Arch. Penob. Ex., CXLV, 275). Mr. Wendover of N.Y. on March 24, 1818 stated that the Flag was "left to droop at Castine" (Annals of Congress, 1818, II, 1462).

110. Cowell, Spirit of '76 in R.I., 318; Narrative of Music Philbrick of the Providence published in Marine Corps Gazette, December, 1918, 289; Anna Welch, wife of Capt. Welch applied for pension. (Greenwood, Captain John Manley, 165, 167-170).

111. Hist. Mag., Series 1, VIII, 51 (Journal found on Hunter); The Secretary of War's Letter Book, 1792-1796, in Munitions Bldg., 575, shows Private Ebenezar Pinkham of Warren was "wounded by a musket ball which entered his right shoulder went through a joint of the neck and came out by the collar bone." He received one-third pension; Sergeant John Johnson served on Warren (Pension Records).

112. Naval Institute Proceedings, XXXI (1905), 158; Paullin, Navy Amer. Rev., 166, 311; Rec. & Papers, Cont. Cong., 123-125, Pollock to Pickles, January 20, 1780; Wharton, Diplomatic Correspondence, III, 870; In this connection, See Hart, American Nation, VII, 287-289; D.A.R. Mag., October, 1924, 599-600; John Adams to President of Congress, Paris, July 19, 1780. (Wharton, Diplomatic Correspondence, III, 869-870). In 1780, January-March, Spaniards and "five hundred people of colour," captured Mobile. (Stedman, Hist. Amer. War, II, 188-189).

113. Maclay, History U.S. Navy, I, 100.

114. For History of Alliance, See Military and Naval Mag., I, 183-185.

115. In a letter dated April 13, 1798.

116. See Cooper, Hist. Navy U.S., I, 192; Letter, June 15, 1779 of A. Gillon at L'Orient in South Carolina Hist. & Gen. Mag., No. 10, 1909, 131-135; Franklin wrote on May 26, 1779, to Commissioner of Foreign Affairs that Jones "now has the command of a 50-gun ship, with some frigates, all under American commissions and colors." (Wharton, Dip. Corr., III, 186-188); See also Idem, 309, 361-365.

117. Sherburne, John Paul Jones, 120-122.

118. Allen, Naval Hist. Amer. Rev., II, 444-448; Sherburne, Life of Jones, 140-144, gives "Roll of Officers, Marines and Volunteers."

119. Cooper, Hist. Navy U.S., I, 195, 198; Jones wrote to de Sartine on August 11, 1779, regarding 137 Marines. (Sherburne, Life of Paul Jones, 102-103; J.P. Jones Papers, V); Maclay, Hist. of Navy, 109,

119. (Continued)
states there were 380, inclusive of "137 Marine soldiers"; 119 American prisoners arrived at Nantes on a cartel and many joined the Bon Homme Richard. (Mackenzie, Life of Jones, I, 152-153); On February 6, 1779, Jones wrote to deSartine thanking him for authority to "raise French volunteers to serve as Marines." (Sherburne, Life of Jones, 88-90); See Resolutions of Congress, June 7, 1786, and October 11, 1787, regarding returns of the officers, Bluejackets and Marines.

120. Cong. Globe 172 - 30th Congress, 1st Session, 483.

121. Index-Digest in Navy Archives, 3, of Correspondence on file in Treasury Department, concerning naval affairs shows Private John Jordan, who was wounded, as an American; Sherburne, Life of Paul Jones, 140-144, shows "John Jordan" as wounded.

122. Lieutenant Edward (Edmond) Stack was born April 28, 1756, at County Kerry, Ireland; died at Calais, France, in December, 1833; son of "Stack of Crotts"; promoted through successive grades in British Army until he became "General" on July 22, 1830. (Gardiner, Order of the Cincinnati in France, 149-150; John Paul Jones Papers, 179, 180-182); American Marine Officer from February 4, 1779, to February 13, 1780; "Edward Stack, Sub-Lieutenant in the Regiment of Walsh in the service of his most Christian Majesty had leave from the Court of Versailles in the beginning of the year 1779 to serve on board the squadron which his majesty then put under my command as I had made it a condition with the Minister of Marine that the squadron should carry the flag of America because I could not, as an American officer, accept the commission of Captain in the Royal Navy of France. All the officers of the squadron received from me (with the consent and approbation of Mr. Franklin) Brevets that had been signed and sent blank to Europe by Mr. Hancock as President of Congress. The commission of Mr. Stack was that of Lieutenant of Marines in the Navy of the United States. In that quality he served on board the Bon Homme Richard and was in the engagement between the ship and the Serapis. At the Texel in the month of November following, he received orders from France to join his regiment then ordered to embark for the West Indies and on producing at Versailles the certificate I gave him at the Texel, His Majesty promoted him immediately to the rank of Captain with a pecuniary gratification for the loss sustained when the Bon Homme Richard sank after the battle.

122. (Continued)
But there can be no clearer proof of the high sense His Majesty entertains of the merit of that battle than his having conferred on Captain Stack on that account the pension of four hundred livres a year the 27th of February last. Captain Stack has applied to me and wishes to become a member of the Society of Cincinnatus. * * * If Mr. Stack therefore can obtain a similar opinion from their Excellencies Count D'Estaing and Count D'Rochambeau and from the Marquis de la Fayette, the Marquis de Saint Simon and Colonel Humphyrs in writing at the foot hereof, I have no doubt that he will be considered in America as a member of the Society when he has paid a month's pay into the hands of Colonel Humphrys for the charitable fund of the Society." (Certificate of John Paul Jones dated at Paris, April 13, 1785 - Original filed in Library of Congress, W, 232, p. 31211). An endorsement at bottom signed by John Paul Jones is to the effect that "the foregoing is a true copy from the original in my hand given at Paris, July 18, 1785." Then follows statements by D'Estaing, St. Simon and LaFayette; See Journals of John Paul Jones, 179-182; See also American Catholic Historical Researches, 21, 1904, 29; See also John Paul Jones Papers (Maurice to Jones, February 5, 1779); "He was accordingly appointed Captain U.S. Marines, 4th February, 1779. (Gardiner, "Order of the Cincinnati in France," 149); During the engagement with the Serapis, Stack was "commanding in the maintop," and was highly commended by John Paul Jones; in a letter dated October 21, 1779, "Stack of Crotts" (father) wrote John Paul Jones, fearing that his son was dead, writing that if he has served "like a gentleman and a soldier, I shan't half regret his death," but "his loss will lie heavy 'pon me the rest of my days"; It has been stated that Lt. Col. Paul deChamillard of the French service was in command of the Marines. However, he "was never commissioned in the Continental service, but came on board the Bon Homme Richard the same as Lt. Col. Anthony Felix Wuibert, Continental Corps of Engineers, as a volunteer and guest of Commodore John Paul Jones, and to be useful if he could find employment for them. The cases of Captains Stack and MacCarthy were different,* * *they were duly commissioned * * *as Continental Marine Officers, Congress having entrusted the Honorable Benjamin Franklin, LL.D., U.S. Minister Plenipotentiary, with blank commissions for such purpose." (Gardiner, Order of the Cincinnati in France, 207-208); (Paul de Chamillard is erroneously called "Captain of Marines" in Index of Franklin Papers, Amer. Philo. Soc., V, 55); Idem, 324, erroneously calls Antoine Felix Wuibert "Captain of French Marines on the Bon Homme Richard";

122. (Continued)
See D.A.R. Mag., January, 1922, 32, and July, 1923, 416, for further facts regarding Stack; See also Naval Records of the Amer. Rev., 1775-1788, 207-209; See also Journal of John Paul Jones, 174, 182; Stack is erroneously listed as an "Ensign" in O'Brien, Hidden Phase of Amer. History, 438; See also Frost, Pictorial Hist. Amer. Navy, 25; Sherburne, Life of Paul Jones, 140-144, shows Stack as a "Lt. Col. Marines," which is an error; Buell, John Paul Jones, II, 343-345; Idem, 2-3, gives an interesting but very inaccurate account of Stack.

123. American Catholic Hist. Researches, N.S. 3, 1907, 9-15, shows him a Second Lieutenant in "Regiment de Walsh" and serving as such in American Rev.; In a letter dated March 3, 1779, to Jones, Macarthy volunteered to command the "soldiers of Marine" on the Bon Homme Richard (John Paul Jones Papers); Macarthy was authorized by Louis XVI to serve in United States Service; he was "appointed Lieutenant, U.S. Marines, 4th February, 1779." (Gardiner, Order of the Cincinati in France, 165); Sherburne, Life of Paul Jones, 134, 140-144, shows Macarthy as a "Lt.Cl. Marines"; Buell, John Paul Jones, Etc., 343-345.

124. John Paul Jones Papers shows O'Kelly had resigned his commission in Walsh's Regiment in hopes of being accepted by Jones (Moylan to Jones, June 18, 1779, and Walsh-Serrant to Jones, June 14, 1779); Sherburne, Life of Paul Jones, 140-144, shows O'Kelly as a "Lt.Cl. Marines"; Idem, 134.; O'Kelley was not on board the Bon Homme Richard during the engagement with the Serapis.

125. Sherburne, John Paul Jones, 140-141; See Navy Library Archives, Class 3, Area 4, O-1790, for Memorial dated November 20, 1834 of Captain Parke's son Wm. C. Parke of Suffolk Street, Boston.

126. John Paul Jones Papers, 40 (May 1, 1779).

127. Benjamin Franklin wrote Commissioners of Navy at Boston, on October 17, 1779 that "the coasts of Britain and Ireland have been greatly alarmed, apprehending descents, it being supposed" that Jones had land forces with him. This has put the enemy to much expense in marching troops from place to place." (Wharton, Diplomatic Correspondence, III, 380; See also Id., 361-365); Memoirs of Paul Jones (1830), I, 147; Niles Weekly Register, II, June 27, 1812, 278;

127. (Continued)
Sands, John Paul Jones (1830), 149-150; On April 27, 1779, Lafayette wrote Jones recommending that no troops be put on Alliance "because there would be disputes between the land officers and Captain Landais. (Sherburne, John Paul Jones, 88); Memoirs of John Paul Jones (1830), I, 147; Maclay, Hist. of the Navy, I, 106; See John Paul Jones Papers, V, letter, August 11, 1779 to Sartine referring to this expedition; "A body of 500 picked men, taken from the Irish Brigade were to embark under the immediate orders of the Chevalier Fitz-Maurice." Lafayette arrived in the Alliance and desired to take part in it. "It was decided that Lafayette should embark with a body of 700 picked men." Benjamin Franklin addressed to Jones some admirable advice. He remarked that joint expeditions of land and sea forces often miscarried through jealousies and misunderstandings between the officers of the different Corps. Lafayette, of course, was a Major General in the American Army. (Mackenzie, Life of Jones, I, 138-145); On August 11, 1779, Lafayette wrote Jones recommending that 50 dragoons and 150 soldiers go aboard Bon Homme Richard, 300 on Monsieur, and the artillery, 150 soldiers, on Pallas, and that none go aboard Alliance "because there would be disputes between the land officers and Captain Landais." (Sherburne, Life of Jones, 90-91); See also Janette Taylor, Life and Correspondence of Paul Jones, 150-151; Jones wrote Lafayette on August 13, 1799, expressing regret that "our expedition was laid aside." (Sherburne, Life of Jones, 100-101, 103-104).

128. See Franklin to Francis Lewis and Bd. of Admiralty, Passy, March 17, 1781. (Wharton, Diplomatic Correspondence, III, 300-301).

129. Narrative of Jones, pub. from Niles Register, in "A General View of the Rise, Progress, and Brilliant Achievements of the American Navy to October 20, 1827, 52-53; Niles Weekly Register. II, July 4, 1812, 296-298; Sherburne, John Paul Jones; Mackenzie, Life of Jones, I, 162, wrote that Jones conceived the "daring and characteristic design of capturing this force and then landing his Marines and laying the town under contribution."; Sir Walter Scott, who was in the city at the time as a young lad, had described in the introduction to "Waverly" that on September 17, 1779, a squadron, under John Paul Jones, came within sight of Leith, the port of Edinburgh and how a sudden squall, which drove Jones back, probably saved Edinburgh from being plundered.

129. (Continued)
(Wrong, Washington & His Comrades in Arms, 205-206); Niles Weekly Register, II, July 4, 1812, 296-298; Callwell, Military Operations & Mil. Pre., 301, for novels written with John Paul Jones as hero See "Paul Jones, A Romance" in three volumes by Allan Cunningham; and "The Pilot" by J. Fenimore Cooper, and "Paul Jones" by Alexander Dumas.

130. At 3:00 P.M., before engaging Serapis, Log shows - "Sent the small schooner with Mr. Lunt and number of Marines in her to board a Brigg" etc. (Barnes, "The Logs of the Serapis, Alliance, Ariel," 123-124); See Letter October 15, 1839, Brigadier General Comdt. Henderson to Sec. Navy, in which he states he "could point out two cases where the skill of our Marines' musketry has contributed greatly to the successful issue of actions at sea, the Serapis and Bon Homme Richard; Frolic and Wasp."; See Captain Mahan's Article in Scribner's Magazine, XXIV, 22; Barnes, Memoirs of Nathaniel Fanning, 417; Bancroft, Hist., U.S., X, 271-272; Fiske, Amer. Rev., II, 127.

131. Barnes, Fanning's Narrative, 37-38.

132. Walt Whitman wrote: "The tops alone seconded the fire of this little battery, especially the main top." (Cotterill & Little, Ships and Sailors, 235); Sherburne, John Paul Jones, 171-173; Janette Taylor, Life and Correspondence of John Paul Jones, 183, quotes Jones as saying that after Purser Mease was wounded Jones took his place, rallied a few men, shifted over one of the lee quarter-deck guns, "so that we afterwards played three pieces of 9-pounders upon the enemy. The tops alone seconded the fire of this little battery, and held out bravely during the whole of the action, especially the maintop, where Lieutenant Stack commanded"; Sherburne, John Paul Jones, 115-116; Sands, John Paul Jones, 183; Spears, Hist. of Our Navy, I, 256, wrote that a "bright Marine in the maintop" climbed out on the main-yard and dropped lighter hand grenades into hold of Serapis. Marines did some fine work in maintop under Stack; A member of the Richard's crew, probably one of Captain Stack's Marines from the maintop, lay out on the main-yard with a bucket of hand grenades which he used with terrible effect. (See Cooper, Lives of Distinguished American Naval Officers, II, 77; Marines Magazine & Indian, V, July, 1920, 11); DeKoven, John Paul Jones, I, 446-447.

133. Asa Bird Gardiner, Order of the Cincinnati in France, 149; See Frost, Book of the Navy, 57, where Jones

133. (Continued)
ordered "Marines in the maintop" to snipe a sharpshooter in foremost of Serapis.

134. Allen, Naval Hist. Amer. Rev., II, 458-459.

135. Cooper, Lives of Distinguished American Naval Officers, II, 77; For effect of musketry fire, See Frost, Pictorial Hist. Amer. Navy, 25; Laughton, Studies in Naval Hist., 400; Buell, John Paul Jones, I, 209-234; Fanning's Narrative, 40-60; See also Henderson's letter to Sec. Navy, October 15, 1839; Morse, Annals of the Amer. Rev., 313.

136. Niles Weekly Register, II, 296-298; Schomberg, Naval Chronology, I, 461-462; Clowes, Royal Navy, 37-38; Sherburne, John Paul Jones, 120-122; Hale, Franklin in France, 264; Bowen, The Sea, Its Hist. and Romance, II, 65, stated "one of the Marines" dropped this grenade.

137. Buell, John Paul Jones, II, 2-3, 343-345.

138. Cooper, Hist. Navy U.S., I, 224.

139. Cooper, Hist. Navy U.S., I, 215, 225-227; Clark, Naval Hist. U.S., I, 108; Franklin, Pap., Amer. Philo. Soc., Philadelphia, 3 p. X,72 - Cat. IV, 495; Spears, Hist. of Our Navy, I, 254; See Sherburne, Paul Jones, 162-166 and Maclay, Hist. of Navy, I, 130-131, where Edward Stack, Eugene Macarty and Captain Matthew Parke subscribed to an article on the menance of the Alliance; Lieutenant Stack hailed Landais, saying "I beg you will not sink us." (Sherburne, John Paul Jones, 171-173; See also DeKoven, John Paul Jones, II, 103); J. P. Jones wrote to Morris from Amsterdam all about this on October 13, 1779. (Wharton, Dip. Corr., III, 375-376); See Paullin, Dip. Nego. Amer. Nava. Off., 39 for prize claim of Wm. C. Parke son of Capt. Parke.

140. Clark, Naval Hist. U.S., I, 108.

141. See London Evening Post, October 9 to 12, 1779; Idem, October 16-19, 1779, shows John Paul Jones resided at public hotel at Amsterdam attended by his Captain of Marines and 2nd Lieutenant of ship.

142. Barnes, The Logs of the Serapis, Alliance and Ariel, XIX; On November 23, 1779, French Marines on board Alliance "sent on board the Serapis" (Idem, 42); The officers and crew of the Richard were transferred from the Serapis to the Alliance except the French Volunteers; and French volunteers and Marines on the Alliance were sent to the Serapis. (Idem, xx-xxii).

143. Clowes, Royal Navy, 39.

144. London Evening Post, October 9-12, 1779; Barnes, Logs of Serapis, Alliance, Ariel, 25, 29, shows that Jones left for Amsterdam on October 7th, This Marine Officer may have been "Captain O'Connell, of the United States Marines," who on December 19, 1779 wrote Jones from Rotterdam that he was constantly being mistaken for the "brave Paul Jones." (DeKoven, John Paul Jones, II, 19-20).

145. Janette Taylor, John Paul Jones, 217; See also Barnes, Logs of the Serapis, Alliance and Ariel, XIX; On November 22, 1799 "a number of Marines that had been sent on shore to guard" prisoners returned on board Alliance. (Idem, 42).

146. See Barnes, "Logs of Serapis, Alliance, Ariel," 42; "The American commander now sailed with his prizes into a Holland port, and the Dutch were so sympathetic with the American cause that, in spite of the British demand that he be given up, he was sheltered ten weeks before being ordered to leave. (Hart, The American Nation, IX, 316-318).

147. Army and Navy Reg., April 28, 1906; on April 14, 1781, Congress passed a Resolution thanking Jones and "that the thanks of the United States in Congress assembled be also given to the officers and men who have so faithfully served under him from time to time, for their steady affection to the cause of their country, and the bravery and perseverance they have maintained therein." (Sherburne, Life of Paul Jones, 234); The Stars and Stripes were flying" at Texel (Taylor, John Paul Jones, 224).

148. Taylor, John Paul Jones, 217, 219, 224; Jones' Narrative in Niles Weekly Reg., pub. in "A General View of the Rise, Progress and Brilliant Achievements of the American Navy to October 20, 1827," 62; Barnes, "The Logs of the Serapis, Alliance and Ariel," 42; Mackenzie, Life of Paul Jones, 213-220; Niles Weekly Register, II, July 11, 1812, 318; Wharton, Dip. Corr., III, 397-398.

149. Sherburne, John Paul Jones, 225; Sands (1830), John Paul Jones, 325-328; Buell, John Paul Jones, II, 58-62.

150. Called "Governor of New Orleans" in Secret Journals of Congress, I, 91; D.A.R. Mag., October, 1924, 599-600; See Fortier, Louisiana, II, 322, for brief account of Oliver Pollock.

151. Gayarre, Hist., Louisiana, 1347.

152. Secret Journals of Congress, I, 91.

153. Penna. Arch., 2d Series, XV, 558; Thwaites and Kellogg, Frontier Defense on the Ohio River, 191-193; See also Mag. of Hist., XII, November, 1910, 248.

154. Thwaites and Kellogg, Frontier Defense of the Ohio River, 191-193, 303; Frontier, Louisiana, II, 652-653; Pickett, Hist., Alabama, Georgia and Mississippi II, 36-38; See also Journals of Congress, January 31, 1778 (X, 106); Id., February 19, 1778 (X, 184); Jefferson's Writings, IV, 77, let. October, 1779; Jefferson to Col. Matthews; D.A.R. Mag., October, 1924, 600.

155. Ramsay, Hist., Amer. Rev., 99; Wisconsin Hist. Coll., IV, 105-106; Gordon, Hist., Amer. Rev., III, 88; Pickett, Hist., Alabama, Georgia and Mississippi, II, 36-38; See also Secret Journals of Congress, I, 91, October 31, 1778; D.A.R. Mag., October, 1924, 600; Franklin Papers, Amer. Philo. Soc., IX, 96, X, 91, 146; Stedman, Hist., Origin and Termination, Amer. War, II, 167-168; D.A.R. Mag., October, 1924, 600.

156. Pa. Arch., 2d Series, XV, 658-660; Pa. Archives, XII, 143 contains a letter dated "Pittsburgh, August 2, 1779" from Col. Daniel Brodhead to Col. G.R. Clark, referring to "Captain George of late Captain Willing's company." A messenger arrived from Kaskaskia on March 16, 1779 that Captain Robert George had arrived there from New Orleans with 40 men. (English, Conquest of the New World, Life of Clark).

157. Out-Letters of the Marine Committee (To Col. John Beatty), II, 93; Pa. Archives, IX, 111, contains an extract of a letter May 7, 1781, from George Washington to Board of War, which states Captain Willing was an officer of the Navy.

158. Paullin, Navy Amer. Rev. 309.

159. Clark, Naval Hist., U.S., I, 111-112; Dimitry, Hist. and Geog., Louisiana, 60; Gayarre, Hist., Louisiana, 129-130; See also Nav. Rec. Amer. Rev., 1775-1788, 167 and (Lib. of Cong.), 37, 535; D.A.R. Mag., October, 1924, 601.

160. See Dimitry, Hist. and Geog., Louisiana, 64.

161. Dimitry, Hist. and Geog., Louisiana, 60-61; Hamilton, Colonial Mobile, 252-256; The force included "American patriots" (Pickett, Hist., Alabama, Georgia and Mississippi, II, 40-41; D.A.R. Mag., October, 1924, 597-604.

162. Dimitry, Hist. and Geog., Louisiana, 61; Pickett, Hist., Alabama, Georgia and Mississippi, II, 40-41; Gayarre', Hist. Louisiana, 135-136; D.A.R. Mag., October, 1924, 597-604.

163. Records and Papers of Cont. Cong., 123-125; Pollock to Pickles, January 20, 1780; Paullin, Navy Amer. Rev., 166, 311; Nav. Inst. Proc., XXXI, 1905, 158; The British Commanding Officer wrote he could see "the Galvez brig" and "Pickler's Florida." (Hamilton, Colonial Mobile, 252-256); In this connection see Hart, American Nation, VII, 287-289; D.A.R. Mag., October, 1924, 166; Wharton, Dip. Corr., III, 869-870; Year Book, 1921, Louisiana Soc., Sons Amer. Rev., 154-158; Hamilton, Mobile of the Five Flags, 161-162; Nav. Inst. Proc., XXXI (1905), 158; D.A.R. Mag., October, 1924, 597-604.

164. Dimitry, Hist. and Geog. Louisiana, 62-64.

165. The descendants of those who participated in the Galvez expedition are eligible for membership in the Louisiana Sons of the American Revolution; On May 3, 1925, President Coolidge in a Public address at the laying of the Cornerstone of the Jewish Community Center, among other things spoke as follows: "If we would seek a fairly accurate impression of conditions at the beginning of the Revolution, we must attempt a really continental view of North America as it was in 1775. The group of new-born commonwealt which we commonly refer to as "the original 13 colonies," and which in our minds represent a considerable measure of nationality already achieved, di not in fact even know that they would be 13 in number. No man, on the day of Lexington, could be altogether sure that the Revolution was more than a New England affair. It might or it might not draw the middle and southern colonies into its armed array of resistance. On the other hand, the 13 might have been joined by Canada, which was British in sovereignty, but chiefly French in population, by Florida and Louisiana, which were both mainly Spanish. In short, there might have been 14 or 15 or 16 original colonies participating in the North American revolution against Europe, or there might havebeen less than a half dozen of them. "At that time, France had no territory within continental North America. But this condition had existed for

165. (Continued)
only a short time, since the end of the Seven Years' war. France had by no means become reconciled to this exclusion from a part in the North American empire; and only a little later, in the year 1800, under a new treaty with Spain, resumed the sovereignty of the Mississippi valley. Three years after this, benefiting by the fortunes of the Napoleonic wars, President Jefferson confronted, and promptly seized the opportunity to buy Louisiana from Napoleon. Even then, many years were yet to pass before the last claims of Spain should be extinguished from this continent." (Wash. Post, May 4, 1925, 4).

166. Pa. Mag. of Hist. & Biog., XV, 101; The Life of Samuel Tucker, 342-343, shows Captain Seth Baxter entered Boston February 17, 1779, First Lieutenant Jeremiah Reed on December 3rd, and 2nd Lieutenant Cooper on March 28, 1779.

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AFLOAT AND ASHORE, 1780-1783

Chapter VII, Volume I,

History of the United States Marine Corps

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FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

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VII.

AFLOAT AND ASHORE, 1780-1783.

The French frigates of d'Estaing retired to the West Indies early in 1780, leaving the entire American coast, for a time, in command of the British, who profited by this opportunity to send an expedition against Charleston, S. C.[1]

Charleston was defended by a naval force under Commodore Abraham Whipple (on board the Providence as flagship) and a military force commanded by General Benjamin Lincoln. A large force of Marines was serving on board the various naval vessels and its strength was augmented by a number of soldiers. Colonel John Laurens was placed in command of the combined force of Marines attached to the fleet.[2] Commodore Whipple "in sailor language, swears," wrote a correspondent in the spring of 1780, that "if he cannot defeat" the British he would "run both them and self ashore, and all perish together; for that otherwise it will be another Penobscot affair; and every officer in our Navy is ready to second his resolution. Colonel Laurens commands the Marines on board the Providence on this occasion."[2] On March 9, 1780 Whipple wrote to General Lincoln requesting that he be sent "one hundred Marines for the different Continental ships who you will put under the direction of Colonel Laurens."[3] But, Whipple, "finding he could not prevent the British vessels from passing the bar," fell "back to the waters immediately in front of Charleston, and transferred all the crews" (in-

cluding the Marines) and "guns of his vessels, excepting one to the batteries on the shore."[4]

The fall of Charleston on May 12, 1780[5] resulted in the capture or self-destruction of the Providence, Queen of France, Boston, Ranger, and several smaller vessels. The Marines and Bluejackets were sent in three cartels to Philadelphia, arriving there June 23rd.[5]

This left the Continental Navy with only the frigates Alliance, Hague,[6] (late Deane), Confederacy, Trumbull, Duc de Lauzun, Saratoga, some smaller cruisers, and a ship or two bought or borrowed in Europe.[7]

The Massachusetts State Warship Protector fell in with the Admiral Duff on the morning of June 9, 1780.[8] Ebenezer Fox, who enlisted as a Marine on board the Protector, but who shortly after became Cabin Steward, tells the story of how the enemy ship was captured. The Admiral Duff approached until within musket shot of the Protector which ship opened fire with five guns and pulling down the British colors, hoisted the American. Shortly after the battle began, wrote Fox, "a shot from one of our Marines killed the man at the wheel of the enemy's ship, and, his place not being immediately supplied, she was brought alongside of us in such a manner as to bring her bowsprit directly across our forecastle." Boarders were called away to repel boarders. The enemy vessel became disengaged and fell off, the action being continued at close range. "We had about seventy Marines, who did great execution with their muskets, picking

off the officers and men with a sure and deliberate aim," wrote Fox. The Protector put into Broad Bay, Me. She weighed anchor about the middle of June, 1780, and after escaping from a British frigate anchored in Nantasket Road, Mass. Shortly after this the Protector was captured by the frigates Roebuck and May Day.[9]

Captain of Marines William Downe commanded the Marines of the Protector,[10] with Lieutenant Samuel Wales as Junior Officer.[11] Captain Downe died on November 27, 1780, and Sergeant Jabez Hatch succeeded him as Lieutenant of Marines.[10] Another authority states that Lieutenant Samuel Wales succeeded Downe.[11]

The most important naval engagement that occurred in 1780, was the drawn battle between the American vessel Trumbull and the Liverpool privateer Watt, that took place on the 2d of June.[12] "The Marines fired pistols during part of the time, exclusive of which they expended nearly 1,200 rounds."[13] Captain Gilbert Saltonstall commanded the Marines on board the Trumbull in this fight and received eleven wounds.[13] He reported that he had "eleven different wounds from my shoulder to my hip; some with buck shot, others with the splinters of the quarter-deck gun."[13] "Upon the whole there has not been a more close, obstinate, and bloody engagement since the war," he wrote to his father, General Saltonstall, "I hope it won't be treason if I don't except even Paul Jones - all things considered we may dispute titles with him."[13]

Volunteer Lieutenant of Marines David Bill was instantly "killed in the first part of the engagement by a piece of langrage which took off the upper part of his head;[14] Sergeant Ezekiel Hyatt was wounded and died four hours after. Second Lieutenant of Marines Jabez Smith, Jr., of Groton, was killed. Lieutenant Daniel Starr was mortally wounded during the "latter part of the engagement with a grape shot which went in just above the right hip bone," and on the 5th, "died without a groan or struggle."[14] Midshipman Jesse Breed, a midshipman acting as a Marine Officer "was wounded in the elbow and thigh with splinters from the after quarter-deck gun which had about a foot of its muzzle shot away with a 12-pounder.[14]

In the summer of 1780 the Massachusetts Board of War turned over the Mars to the Massachusetts Committee for Foreign Affairs which sent her to France and Holland for supplies.[15] Her Marine Officers were Captain William Tidmarsh, Captain Thomas Turner, and Lieutenant Nathan Haskell.[16] The Mars sailed from Boston for Nantes, France, in July, 1780. On September 7th or 8th, she fell in with an enemy ship and sloop, west of Belle Isle. The sloop turned out to be an English cutter of 22 guns. At 5 minutes after 5:00 p.m., an action started between this cutter and the Mars, the fight lasting one hour and five minutes, the English cutter finally sheering off. The Mars was slower than the cutter and moreover the other enemy ship was near, so the Mars gave up the chase. The commanding officers of

the Mars reported that "during the action my officers and men behaved with great spirit." Two Americans were killed one of whom was Lieut. Haskell of the Marines.[16]

Upon arrival at Nantes, September 10, 1780, Captain of Marines Wm. Tidmarsh was sent to Paris with despatches for M. David and Mr. Adams.[16]

Captain Tucker, having been made a prisoner when Charleston fell, was exchanged in June, 1781. He returned to Boston and took command of the Thorn, in which he made many captures.[17] The Thorn captured the English packet Lord Hyde after a bloody engagement, and later fell in with the Elizabeth and Observer Howe.

Josiah Everett, who had shipped on the Thorn in 1780 as a Marine, was one of the thirty who boarded the Elizabeth. "In this attempt the lieutenant was shot, and Everett, who was next to him, seeing him fall, fired his boarding pistol at the assailant, and missing him, he threw his pistol at him."[18] The last three named enemy vessels were captured by the Thorn.[18] About July, 1781, the Thorn was taken by the Hind, a British vessel, and Everett was landed with the other prisoners at the Island of St. John, now Prince Edward Island.[18]

One of the most romantic incidents of Marine Corps history was enacted around Reading, Pa., in 1780, by a small group of Marines under command of Captain Dennis Leary, of the Marines. It seems that "the Board of Admir-

alty some time in the Spring of" 1780, "agreed with James Wilson, Esq., for masts for the Navy of the United States to be cut up Schuylkill and consented that Captain Leary, a Captain of Marines should superintend the workmen who were employed in that business."[19]

The forests in this part of Pennsylvania abounded with savage Indians and the Marines were kept busy protecting the inhabitants and the workmen.

On Sunday, August 27, 1780, Captain Leary was "alarmed with an account of an attack made by the Indians at a house about a mile from" his camp on the Schuylkill River near Reading. He immediately marched to the house with four Marines and buried the man of the house and two children "who lay dead." The Indians had carried off a little girl. The following day Captain Leary with ten Marines "went in pursuit of the enemy" and was joined by Captain Balty the same day and the following day by Colonel Lintemuth with about fifty men between them. The search was continued until August 31st, when the party returned to Reading.

"Since the first attack, a house and barn have been burned on little Schuylkill, and two horses taken. A little boy, son of one Shurr is also missing since Tuesday last," wrote Captain Leary to William Moore, Vice President of the Pennsylvania Council on September 1, 1780.[20] In this letter Captain Leary described the following plan of the enemies' that was intended to cost him his scalp and which Captain Leary said "seemed a little extraordinary." "On

Sunday, a man and his wife came to join us at the post and the man pretending to be a carpenter we received them. A few days after it was discovered that his name was not John Hamilton (as he first called himself) but Niel Tye, and his wife sent me a message desiring I would take care of myself as he was determined to scalp me. On this I had them brought to Reading where the man is now in Gaol."

In view of the above facts, Captain Leary requested reinforcements. To Mr. Moore on September 1st he wrote that I "must therefore beg the assistance of Council in forwarding such supplies of men and provisions as will be necessary for defending the post where we are, at least, if not the rest of the Frontier."[20] On the same date he addressed a letter to the Board of Admiralty, which was received on the 4th, "informing them that he was entirely interrupted in the important business they were pleased to direct him to perform near the Blue Mountains, by inroads and depredations of the savages in that part." Accordingly, the Board of Admiralty requested the Pennsylvania authorities to send fifty or sixty soldiers with directions to report to Captain Leary to assist him and the Marines in protecting the workmen under his charge.[19]

In April, 1781, the Sloop of War Saratoga, the Marines of which were commanded by Captain Abraham Van Dyke,[21] captured the English ship Charming Molly and two brigs. While making her way for the Delaware Capes with these three prizes and one other which had been captured, the Saratoga

was attacked by the Intrepid. She escaped but was never heard of again.[22] Captain Van Dyke went down with her.

Lieutenant of Marines Nathaniel MacClintock, of the privateer General Sullivan, was killed in action in 1780, with the British.[23]

When Morris fell heir to the duties of the Naval Department in the summer of 1781, the Continental Navy was reduced to small numbers.[24] Therewere in active service only five Captains and seven Lieutenants in the Navy, and three Captains and three Lieutenants in the Marine Corps.[25] In addition to these, however, there were a great number of Marines serving on board the privateers, or in the Voluntary Navy, as it has been called, and on the vessels of the State Navies. Indeed, "a marked feature of the year 1781 was the growing audacity of the" American "privateers which infested British waters."[26]

After the Alliance returned to the United States from European waters, Captain Landais was dismissed from the Naval service and Captain John Barry given command of that vessel. On February 11, 1781, the Alliance, with Colonel Laurens on board, cut her cable to get underway from Nantasket Road for France and on March 4, captured the privateer schooner Alert. On the 10th she anchored at Port Louis, France. At this time Captain Matthew Parke, commanded the Marine Guard of the Alliance, with Lieutenants Samuel Pritchard, James Warren, and Thomas Ellenwood, as junior officers.[27]

On March 30, 1781, "we slipt our moorings and got under way in company with the ship Marquis de la Fayette," from L'Orient, France, for America on March 31, 1781, wrote Barry.[28] The Alliance captured the privateer brigs Mars and Minerva, on April 2, 1781, parted company with the Marquis on the 26th and on May 2d took a brig and snow.

On May 28th, the Atalanta and Trepassy were engaged "within pistol shot" and captured. Captain Barry in June, 1781, reported to the Naval Board, Eastern Department, that "among the dangerous wounded was Mr. Pritchard, [of the Marines] who was shot with a 6 pound shot, him with some more has since died of their wounds."[29]

The Confederacy was captured on April 14, 1781, by the Roebuck, and Orpheus. Captain Joseph Hardy was her Marine Officer at the time.[30]

On August 9, 1781, the Trumbull was captured by the Iris off the mouth of the Delaware River.[31] The Iris herself shortly after, was captured by Count de Grasse's Squadron.

In September, 1781, Washington's estate on the Potomac River was plundered by the British sloop-of-war Savage. On September 6th, the Congress (Geddes), came up with the Savage and captured her.[32] Second Lieutenant Richard Harrison was commanding the Marines of the Congress at this time. During this engagement, which took place off Charleston, S. C., it has been said that the men on each vessel were reciprocally burned by the discharges of the guns. The

engagement started when the Congress "opened a rapid fire of small arms to which the enemy answered with energy." The Savage was later recaptured and taken into Charleston, S. C.[33]

Cornwallis surrendered at Yorktown on October 19, 1781. Officers, seamen and Marines of the Virginia Navy,[34] thrown out of employment by the destruction of their fleet, aided the Allied forces at the Siege of Yorktown in collecting supplies and transporting troops.[35] The boat Liberty was used as a transport; and also the ships Cormorant, Loyalist and Oliver Cromwell, which three vessels it is believed Virginia purchased for this purpose.[35]

"In August and September, 1781, the State of Maryland[36] rendered similar aid to Washington's Army, which was then on its way to Yorktown. Every vessel in the State was pressed into service."[37]

Yorktown settled the issue of the war, but did not end it.[38]

Le Chevalier de la Chambre, at Caen, France, wrote Benjamin Franklin, acknowledging receipt of the latter's letter praising Stephen Gregory, Lieutenant of United States Marines.[39]

Captain George Jerry Osborne on request of Captain John Barry, was selected to command the Marines of the America, then under construction at Portsmouth, N. H., on November 20, 1779.[40] Major Samuel Nicholas had volunteered

for this duty, but his rank precluded his detail. The war ended before she got to sea and she was presented to France in compensation for the 74-gun ship Magnifique which was lost by an unlucky accident in Boston Harbor, in 1782.

Early in the year 1782, the Deane[41] captured several armed vessels, among them being the Regulator, Swallow, and Jackall. William Vernon wrote to John Adams on April 26, 1782, that the American Navy was reduced to two ships, the Alliance and Deane "that sailed on a cruise about seven weeks past to the Southward."[42]

Marines under Lieutenant William Morris were serving on board the Alliance on her last cruise to France. Morris had served on board the Ranger from July, 1778, to May, 1780, when he became a prisoner of war when Charleston fell. He was exchanged and joined the Alliance "then bound for France," in November, 1781.[43] The Alliance sailed from Boston on December 23, 1781, with Lafayette as a passenger and arrived at L'Orient, France, on January 18, 1782. In February, 1782, the Alliance "left L'Orient, France, and cruised without success for 17 days. This was the last cruise in European waters which was made by a Continental vessel during the Revolution."[44]

When the Alliance arrived at New London, Conn., in May, 1782, Lieut. Morris "carried despatches from Doctor Franklin to the American Congress then sitting at Philadelphia, at which place, he resigned his commission in the naval service of the United States."[43]

On April 8, 1782, the Hyder Ally, Joshua Barney, of the Pennsylvania State Navy captured the General Monk.[45] Captain Scull was the Marine Officer.[45] "Much of the credit was due to a detachment of Buck's County Riflemen, who served as Marines on the Hyder Ally and whose accurate aim brought down many officers and men, all of whom were found to have been shot in the head or breast, so cool and deadly was the fire."[45] This brilliant action caused the Pennsylvania legislature to resolve that it entertained "a just sense of the gallantry and good conduct of Captain Joshua Barney, and the officers, seamen, and Marines under his command."[47]

In May, 1782, the General Washington (Joshua Barney) sailed from Philadelphia as escort to a fleet of merchantmen." Off Turk's Island she engaged a heavily armed vessel. "Two of Barney's brothers were serving in the General Washington at this time and commanded in the tops."[46]

With the fall of Charleston, S. C., on May 12, 1780, South Carolina lost her entire Navy except the frigate South Carolina (formerly Indien) which was in European waters. The South Carolina was built at Amsterdam in 1777, and presented to Louis XVI, the same year. Louis lent her to the Duke of Luxembourg who hired her to South Carolina.[48] She first sailed in 1781. She was from July to November in moving from Amsterdam to Texel. "Her crew consisted of 550 men. Three hundred and fifty of these were Marines, who were called Volontaires de Luxembourg, and who had been engaged by the King's permission in France for the State of South Carolina."[49]

The Marines of the South Carolina State Frigate South Carolina were sent to the Island of Jersey on an expedition in the winter of 1780-1781.[50]

This vessel made several captures in European waters. She sailed from Texel in August, 1781, with a crew of 550, including 300 French Marines.[51] She arrived at Havana, Cuba, on January 12, 1782. In company with Spanish vessels and some American privateers, the South Carolina sailed from Havana,[52] on April 22, and on May 8th, assisted in the capture of the Bahamas for Spain.[53] This was the third time the Americans had descended on this town of New Providence.

The South Carolina arrived at Philadelphia on May 28, 1782. She went to sea in December, 1782, and shortly after surrendered to a British squadron.[54]

The last of His Majesty's ships to surrender to a Continental warship was the schooner Jackall, which was taken by the Hague in the Spring of 1782.[55]

In November, 1782, the "Battle of the Barges" also called the "Battle of Cagey's Strait," occurred near the Tangier Islands in the Chesapeake. The Maryland Fleet was commanded by Commodore Whaley on the barge Protector; it was joined by the Victory, a volunteer Virginia barge, which was the only barge of that State engaged. Sixty-five Americans went into action; twenty-five were killed and drowned, twenty-nine wounded (some died) and eleven escaped. The mortality of the Americans in this engagement was relatively greater than in any other sea fight of the Revolu-

tion.[56] Marines served on all these barges.

On January 13, 1783, we find Michael McNamarre, Captai of Marines on the privateer Matilda, addressing a petition to the American Commissioners at Paris, protesting the act of the Captain of the French ship Emeraude searching the Matilda, for French sailors.[57]

The last prize of the war was the Baille, captured by Manly on the Hague in January, 1783.[58]

One of the last Naval engagements of the war was that between the Hague and several of the enemy ships. This engagement took place in the West Indies in 1783. The Hague, after being for a considerable time under the guns of a superior force, managed to escape by the splendid seamanship of her commanding officer.

The Alliance, under Captain John Barry, sailed for Havana escorting the Duc de Lauzun in March, 1783. Her Marine Officer was Lieutenant Thomas Ellenwood. The Sybille attacked the Alliance on the 10th of March and when two enemy ships came to the aid of the Sybille, the Alliance sailed away. This was the last naval battle of the war.[59]

NOTES
CHAPTER VII

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1. Cooper, Hist., Navy, I, 241-242.

2. Pa. Gazette and Weekly Ad., April 27, 1780 and Moore, Diary, Amer. Rev., II, 269-274 both quoting extract from a letter of unknown date received from Charleston, S.C.

3. A photograph of this original letter, from original at Lenox Library will be found in Spears, Hist. Our Navy, I, 42.

4. Harper, Ency., U.S. Hist., X, 336.

5. Cooper, Hist., Navy, I, 283; Charnock, Biographia Navalis, VI, 5-6, (1798); Moore, Diary, Amer. Rev., II, 269-274; Military Correspondence of John Laurens, and brief memoir by W. G. Simms, pub. by Bradford Club, N.Y., in 1867; See Clowes, Royal Navy, IV, 49, and Lamb, Royal Welch Fuzileers, Journal, 295, for enemy accounts.

6. Captain Richard Palmes served on Deane from May 1, 1781, to May 31, 1782. (Mass. Soldiers & Sailors, XI, 810); Lieutenant Jeremiah Reed served on Deane (Hague) from May 15, 1781 to 1783. (Mass. Mag., I, 101); Samuel Hempsted was First Lieut. of Marines of Deane on September 6, 1781, when he was wounded in the hip by a musket ball while on furlough. (Sec. of War Letter Book, 1792-1796, filed in 1401 Munitions Bldg., Washington, D.C.).

7. Cooper, Hist. Navy, U.S., I, 242; Clark, Naval Hist., U.S., I, 113; Wm. Vernon to John Adams, July 22, 1780, in R.I., Hist. Soc. Pub., VIII, 264-265; "Of these vessels, the Trumbull was captured in 1781, and in 1780 the Saratoga put to sea and was never heard from, it being supposed that she had foundered. The Confederacy was captured by the enemy in 1781, so that only the Alliance, the Deane, the Duc de Lauzun and the General Washington - the last captured from the British in 1782 - were left to carry the flag of the new born nation on the high seas." (Maclay, Hist. Amer. Privateers, 206).

8. See Paullin, Navy Amer. Rev., 345.

9. Ebenezer Fox, 67, 227-228; "The action continued about an hour when all the topmen on board the enemy's ship were killed by our Marines, who were seventy in number, all Americans. Our Marines also killed the man at the wheel

9. (Continued)
caused the ship to come down on us, and her cat-head stove in our quarter-gallery." (Captain Luther Little's own story in Paine, Ships and Sailors of Old Salem, 107-112 which also quotes Ebenezer Fox); See also Mack Hist. Amer. Privateers, 133; Dandridge, American Prisoners in Rev., 256; Cooper, Hist. Navy, I, 236-237; See Mass. Rev. Arch., Vol. 202 for Journal of Protector from May 7th to July 10, 1780.

10. D.A.R. Mag., July, 1923, 411; Downs entered Protector on October 14, 1779, died November 10, 1780, and was succeeded by Lieutenant Samuel Wales." (Mass. Mag., III, 180-183).

11. Wales was Sergeant of Marines on Hazard from May 6 to September 6, 1779, and was commissioned Lieutenant of Marines on Protector, October 14, 1779. He was promoted to Captain on November 10, 1780, the date Captain Downs died; he served as Captain of Marines on Mass. State Ship Tartar from May 13th to November 22, 1782. (Mass. Mag., III, 180-183); See Dreer Collection, Penna. Hist. Soc., Philadelphia, for letter of John Barry dated June 6, 1782, about Sergeant Samuel Wales (in service of Mass.) who made his escape from prison in England to France.

12. William Vernon to John Adams, July 22, 1780, inR.I. Hist. Soc. Pub., VIII, 264-265; Williams, Liverpool Privateers, 272-275.

13. New London Hist. Soc., Part IV, I, 51-56, (Letter June 19, 1780 Gilbert Saltonstall to his father, General Gurdon Saltonstall); Records and Papers of the New London Hist. Soc., 1890, Part I, I, 113; See Independent Chronicle, July 6, 1780; "Mr. Gilbert Saltonstall, a college companion of your grandfather, whose home was in New England, stayed at the house repeatedly." (Correspondence of J. Fenimore Cooper, by his grandson, I, 56); Clark, Naval Hist. U.S., I, 116; Paullin, Navy Amer. Rev.; Nav. Inst. Proc., LXXXI (1905), 157; Clark, Naval Hist. U.S., I, 116 (citing Penna. Gazette No. 2619 and Remembrancer, X, 143) states that "this action, next to the engagement of the Richard and Serapis, is supposed to have been the most severe during the war."

14. New London Hist. Soc., Part IV, I, 51-53 (Letter dated June 14, 1780, of Capt. Saltonstall to his father); Index-Digest in Navy Archives of Treasury Dept., Correspondence, shows him an "Acting Lieutenant"; but D.A.R. Mag., September, 1916, 156, 157, states: "Both Marine officers, Saltonstall and Smith (of Groton) were wounded"; Breed was probably a midshipman.

15. Paullin, Navy Amer. Rev., 343.

16. Mass. Mag., III, 265; Nav. Inst. Proc., December, 1912 1461-1462, and an illustration of his tombstone is on 1463. Same illustration will be found in D.A.R. Mag., October, 1919, 611.

17. Harper, Encyc. of U.S. Hist., IX, 132.

18. Life of Samuel Tucker, 153-154; See also Maclay, Hist. of Navy, I, 101.

19. See Note 46, Chapter IV.

20. Letter dated "Reading, September 1, 1780," Captain Dennis Leary to William Moore, Vice Pres't. of Council of Penna, in Pa. Archives, VIII, 531-532.

21. "Appointed First Lieutenant of Marines, July 24, 1776; served as First Lieutenant of Marines on board the Queen of France in 1778; served as First Lieutenant of Marines on board the Saratoga, July 7, 1780." (D.A.R. Mag., January, 1922, 27); On May 29, 1780, George Washington at "Headquarters, Morristown," addressed "The Honorable, the Board of Admiralty," as follows: "This will be delivered to you by Captain Van Dyck formerly of New York. This gentleman, was a captain in the five months period of that State in the year 1776 and was made a prisoner in evacuating the city the same year. He was treated by the enemy with uncommon rigor during the whole time of a long captivity, owing as is supposed to the influence of those persons who remained voluntarily in the town and to whom he was particularly obnoxious on account of his fixed opposition to their measures from the commencement of the dispute. The little property he was possessed of fell into the hands of the enemy * * *. From a knowledge of his character and his circumstances I have long wished for an opportunity of recommending him to some employment in which he might be of service to his country. * * * --one seems now to offer. Capt. Van Dyck having been an officer of Marines, in the last war, is desirous of trying his fortune in that way now. I will therefore take the liberty to recommend him to a captaincy in that line from a conviction that no man, considering his abilities, has made greater sacrifices for the cause or is more deserving of public notice. * * * In committing him to the patronage of the Board I am convinced I give him the best chance of meeting with some compensation for the hardships and losses which he has experienced on account of his steady adherence to the cause of his country." (Library of Congress, C.C., 37, 423; Allen, Naval Hist. of the Amer. Rev., 1775-1788, 145); The Board of Admiralty on July 11, 1780, wrote George

21. (Continued)
Washington that it had "been duly honored with Your Excellency's letter of the 29th May" concerning Captain Van Dyck "which they deferred answering till an opportunity offered for carrying your request into effect. They have now the pleasure to inform Your Excellency that Captain Van Dyck is appointed to command the Marines on board the Continental armed ship Saratoga." This letter also referred to "wine for use of Washington." (Marine Committee Letter Book, 305; Allen, Naval Hist. of the Amer. Rev., 1775-1788, 150); Washington acknowledged receipt of this letter on July 18. On July 15, 1780, the Board of Admiralty forwarded General Washington's letter recommending Abraham Van Dyck, to Congress, stating that "the Board beg leave to represent to the Honorable, the Congress, that there being a vacancy on board the Saratoga of Lieutenant of Marines, that ship from her size is not permitted to have a Captain and Mr. Van Dyck being strongly recommended to the Board by General Washington to an employment in the Navy, the Board thought it proper that he should be appointed to act at present and receive pay as Lieutenant of Marines on board the Saratoga but as the General hath recommended him to a Captaincy and he appears to merit that rank, the board therefore wish that a Commission of Captain of Marines in the Navy of the United States may be granted to Abraham Van Dyck, Esq." (Library of Congress, C.C. 37, 415). On July 23, 1780, William Ellery, by order of the Board of Admiralty addressed Congress as follows: "The Board of Admiralty beg leave to inform Congress that there being a vacancy of Lieutenant of Marines on board the Saratoga and Mr. Abraham Van Dyck having been strongly recommended by the Commander in Chief of the Armies of these States, they directed him on the 7th of July instant, to act in that Station on board that Ship. The board now request Congress that Abraham Van Dyck be appointed a Lieutenant of Marines in the Navy of these States and that a Commission issue accordingly to bear date from that time." (Library of Congress, C.C. 37, 275; Naval Hist. of the Amer. Rev., 1775-1788, 153); The Report was agreed to by Congress on July 24, 1780, and a commission as Captain of Marines issued to Abraham Van Dyck; the recommendation of the Board of Admiralty to appoint Van Dyck a captain was voted down by Congress on July 21, 1780; the commission as Captain had been filled out by the Board of Admiralty and attested by Charles Thomson but was not signed; it was forwarded to the President of Congress on July 14, 1780, but as related, Van Dyck was only given a lieutenancy; the original commission as Captain is filed in the Library of Congress, C.C. 37, 427.

22. Maclay, Hist. of Navy, I, 143-144; The date is April, 1781 and not October, 1780 as some writers state; See also The United Service Mag., II, July, 1902, No. 1, 107-109.

23. Blake, Harvard Soldiers & Sailors in the Amer. Rev.; in Harvard Graduate Mag., XXVIII, 243-249; Brewster, Rambles About Portsmouth, N.H., 163, states "McClintock was son of Dr. McClintock and served in the Army as Major. Later he took "command of a company of Marines which went out in a ship-of-war the Raleigh and soon after perished in an engagement.

24. Paullin, Navy Amer. Rev.; R.I. Hist. Soc., N.S. VIII, 273.

25. Paullin, Navy Amer. Rev., 235.

26. Clowes, The Royal Navy, citing Beatson, V, 401ff., 422 ff.

27. List of Officers and men on Alliance in Barry Papers, Lib. of Cong. - Sergeant David Brewer and Private Patrick Duggen shows as "dead"; J.P. Jones Papers, VII, 1779-1780, December 11-May 12, in "regulations to be strictly attended to in work the ship [Alliance] with all hands," of date January 3, 1780, Captain Matthew Parke at starboard main brace, Lieut. Thomas Ellenwood at Larboard Main Brace and Mate of Marines Thomas Hinsdale at Foretop Sail Braces; See also Calendar of J.P. Jones Papers, 134, January 3, 1780; See Naval Lib., Class I, Area 4, for papers dated November 20, 1834, signed by son of Matthew Parke, Wm. C. Parke, and Paullin, Dip. Nego., Amer. Nav. Off., 39 on same subject. For Marines on Alliance See Franklin Papers, Amer. Philo. Soc., Philadelphia., A.L.S. 2 p V 16; 3 p. X, 72; Mem. 1 p. XI, 20; Mem. 10 p. XI, 21, XVIII, 157; XXIV, 117; and Cat. IV, 436, 500; II, 264, 458.

28.

29. Griffin, Hist. of Com. John Barry, 67-68; An Index-Digest in Navy Archives of Treasury Dept., Correspondence concerning naval affairs shows "Samuel Pritchard" on board Alliance September 20, 1777, to October 20, 1780, and January 29, 1781 to May 30, 1781.

30. Hale, Franklin in France, I, 393-394; Letter dated April 25, 1781 in "Letters of Robert Biddulph, 1779-1783" pub. in The Amer. Hist. Review, October, 1923, 99; See also Coll. Conn. State Library, Hartford, XXIX:

30. (Continued)
87a; The Confederacy was taken into the British Navy as the Confederate. (Clowes, The Royal Navy, IV, 63); Lieutenant of Marines Ephraim Bill was serving on her in May, 1780. (Out-Letters, Bd. of Admiralty, II, 199) On August 19, 1782, Hardy, in Prison in England, wrote Benj. Franklin stating he was on board Confederacy when that vessel was captured and asked to be exchanged. (Franklin Papers, Penna. Hist. Soc., Phila., III, 37, 38); Captain Joseph Hardy, of the Marines, on October 27, 1778, was ordered to Confederacy. (Out-Letters, Marine Committee, II, 22); On May 23, 1780, Captain Joseph Hardy signed a return of arms of Confederacy which included 87 French muskets, 12 English muskets, 58 pistols, 4 blunder-busses and 2 wallpieces. (Navy Lib., Class 3, Area 7); On same date Captain Hardy signed a list of arms unfit for use. The Confederacy sailed from Philadelphia on October, 1779 bound for Europe carrying French Minister Gerard and John Jay, American Minister to Spain, was dismasted and split her rudder, arrived Martinique December 18th, from where Jay sailed in Aurora on December 28, 1780. She later went to Cape Francois, Haiti and while returning on June 22, 1781 was captured. (New London Co. Hist. Rec., Pt. IV, I, 48, 60-62; Wharton, Dip. Corr., III, 436, 437, 446, 470).

31. During this engagement Private Alexander Campbell was wounded in the knee. (Pa. Pension Records of the Rev., by Rogers & Lane), 36; He received $5.00 a month; See also Oberholtzer, Robert Morris, 169-170.

32. Clark, Naval Hist. U.S. (1813), 75; Clark, Naval Hist. U.S., I, 125, states Savage "plundered General Washington's estates," and that the Congress was a privateer; Maclay, Hist. Amer. Privateers, 211-213, wrote that on one occasion the Savage had "plundered Washington's estates."; Clowes, The Royal Navy, IV, 75; Pa. Archives, Series 2, I, 367, shows her to be a Pennsylvania privateer; Clark, Naval Hist. U.S., I, 125, shows Congress as privateer; See also Schomberg, Naval Chronology, II, 57.

33. The following anecdote of this engagement has been repeated many times: "Major Samuel Allen McLane, (See Nav. Intell., May 28, 1829, for his death) a very distinguished partisan officer of the American Army, had with a part of his command, volunteered to serve as Marines" on board the Congress. "The victory was in a great measure due to the exertions and activity of Major McLane, and his brave soldiers." "Soon after

33. (Continued)
the Savage struck, Major McLane went forward to look for Sergeant Thomas. He found him with both legs broken, lying on his back in the netting, near the foot of the bowsprit, with his musket loaded. He was huzzaing for the victory, and exclaimed 'If they have broken my legs, my hands and heart are still whole!' Major McLane took particular care of this truly brave man, who recovered the use of his legs, and afterwards entered on board the Hyder Ally, commanded by Captain Barney." (Clark, Naval Hist. U.S., I, 125-127; Frost, Book of the Navy, 67-68; James, Naval Occurrences, 46-48; Memoirs of General Wilkinson, 859).

34. The Virginia Marines were active as early as 1775. The operations of Lord Dunmore in that year caused such alarm in Virginia that the Committee of Safety was directed to raise a force of Marines. They were enlisted for two years and paid 1s. 6d. a day. A captain received 6s., a Lieutenant 4s. a day. (Paullin, Navy Amer. Rev., 397; Hening, Stat. of Va., IX, 83); On April 2, 1776, George Mason wrote to General Washington that the "Company of Marines" of the "American Congress" were "raised and have been for some time exercised to the use of the great guns." (Paullin, Navy Amer. Rev., 398; Rowlands, George Mason, I, 218); He informed George Washington that the "compliment of Marines and seamen" of this vessel was "ninety-six men." (Paullin, Navy Amer. Rev., 398; Rowlands, George Mason, I, 218); See also Cooper, Lives of Distinguished American Naval Officers, II, 235-236; Dandridge, Amer. Prisoners of the Rev., 186, 188; The Southern Literary Messenger, XXIV, N.S. III, 1-20, 134-148, 210-221, and 273-285, published an article entitled "The Virginia Navy of the Revolution" reading in part as follows: "The Virginia Navy consisted of nearly seventy vessels of every size and description. 'A Corps of Marines,' was authorized in which it was ordered the 'Captains should receive six shillings and the Marine privates one shilling and six pence per day.'" "The Marine Corps was apparently the only military feature in this organization. This arose from the fact that most of the newly enlisted crews had never been regularly drilled to military sea-practice, and the management of great guns. It was as if the committee had simply taken merchant vessels, placed infantry upon their decks, and sent them out to cruise. This was to a great extent true, and was the result of necessity." "A Captain of Marines ranked with a Captain of Infantry, and though he commanded a distinct Corps, was, of course, subordinate to the commander of the vessel on which he served at the time." There were 44 captains, including "ten of the Marine Corps," in the Virginia Navy. John Catesby

34. (Continued)
Cocke was mentioned as being one of the leaders. The Marine Corps occupies a very important place in our service, particularly in its infancy; and afterwards, in 1780 its efficiency was duly acknowledged when three hundred Marines, with five captains and fifteen lieutenants were ordered to be immediately enlisted for the defence of the Chesapeake. The ships, Thetis, Tempest, Dragon, and brig Jefferson, had just been ordered to sea, and they were no doubt intended as part of the complements of these vessels. One reason may be given why they had always been found so useful. It was probably from the fact that the Americans were good marksmen, and that these men had been enlisted from amongst those who were perfectly familiar with the use of fire-arms from their youth up." It is not known what the uniform of the Virginia Marines was. "Perhaps it was the coat and breeches of blue, trimmed with red and gold, with that same red waistcoat, made so famous by Paul Jones and his daring followers, on the coast of Great Britain." By 1781 the schooner Liberty alone was left in commission in Virginia. "In November, 1781, soon after the surrender at York Town, the vessels of the State having, for the most part, disappeared, and the enemy fast being withdrawn from our waters, it was thought expedient to dispense with the existing naval organization, except so far as was compatible with prudence and economy. Accordingly the Naval Board was finally adjourned; the officers, including Staff, and commissioned, and the surgeons and mates, were all dismissed, excepting the few retained on board the Liberty and in some barges, intended for service in York River and its contiguous waters. The Cormorant and Loyalist ships had been used during the siege of York, as transports, - and upon the cessation of hostilities in that quarter, remained as the property of the State, but were not in commission. But in the following year, 1782, upon the appearance of some of the enemy's Privateers in the Chesapeake, to prevent, if possible, the depredations to be anticipated from them, the Cormorant and Liberty, two new galleys, and two large barges were fitted out." (Southern Literary Messenger, XXIV, N.S. III, 1-20, 134-148, 210-221, and 273-285); The Committee of Safety chose a "Lieutenant of Marines, in the Potomac River Department." Paullin, Navy Amer. Rev., 398); Money was appropriated on June 12, 1776 for the "Marines in the Navy." (Rowlands, George Mason, I, 229); Lieutenant of Marines William Paine was serving on Sloop of War Scorpion on January 2, 1777; Additional bounties and pensions were granted Marines in 1779. (Paullin, Navy Amer. Rev., 411; Hering, Stat. of Va., IX); In May, 1780, 300 Marines, to be commanded by five Captains

34. (Continued)
and fifteen Lieutenants were to be recruited. Three years and a bounty of $1,000.00. (Paullin, Navy Amer. Rev., 411; Hening, Stat. of Va., X, 296-299); The Marines of the Virginia Navy received the Land Bounty Warrants at end of Revolution. (Year Book, 1913, of Kentucky Society, Sons of Rev., compiled by Samuel M. Wilson, 197-272); See Nav. Inst. Proc., XXXII (1906), 162, for historical facts; On May 8, 1782, Wm. Hay at Richmond, Va., ordered Marine Officers Hardyman, Clark, Webb and Seldon to make their "return of Marines" they had enlisted and to order the recruits to Richmond to "go on board the Cormorant." (Div. of Rec., Navy Lib.); Capt. of Marines John Hardyman was appointed February 16, 1782, at $240.00 ayear. He recruited a company of Marines in and about Hampton, Va., and served on the Cormorant until that vessel was laid up at the end of War. He continued on half pay as Captain of Marines from April 22, 1783 to January 1, 1808, in which year he died. (Div. of Rec., Navy Library); Captain John Hardyman's heirs received $1,975.23, under Act of July 5, 1832, up to July 14, 1851. (Navy Library, Class 3, Area 7); Capt. Hardyman served on Cormorant. (Navy Library, Class 2XD); "A naval magazine for the issue of provisions, supplies and naval stores, was established on an acre of ground at the head of Potomac Creek." (Wilstach, Potomac Landings, 325-327).

35. Paullin, Navy Amer. Rev., 415; Navy Inst. Proc., XXXII (1906), 163.

36. Marines served in the Maryland Navy. On January 1, 1776, "Charles Wallace was to be Paymaster of the land forces and Marines, and Gabriel Duvall, Quartermaster and Commissary." (Scharf, Hist. of Md., II, 193; Paullin, Navy Amer. Rev., 441; Amer. Archives, 4th Series, IV, 744-745; 5th Series, III, 94); The pay of the Marines was the same as the land troops. (idem): "The uniform of the land forces and Marines be hunting shirts; the hunting shirts of the Marines to be blue and those of the land forces to be other colors." (Scharf, Hist. of Md., II, 193; Paullin, Navy Amer. Rev., 441; Amer. Archives, 4th Series, IV, 744-745; 5th Series, III, 94); In October, 1780, authority was granted to enlist 100 Marines for three years at £2, 5s. per month and a bounty of $40.00 (Paullin, Navy Amer. Rev., 445; Statutes of Md., October Sess., 1780, Chapter 34) "engaged to serve on board the said galley and sloop or schooner, and occasionally on board the said barges or rowboats." "One Captain and two lieutenants to command said company of Marines."

36. (Continued)
Two sergeants and two corporals allowed. (Archives of Md., 1775-1783, 609); On June 13, 1783, it was decided to raise more Marines to serve until January 1, 1783, or longer. (Paullin, Navy Amer. Rev., 447); The commission of naval officers mentioned "Marines". (Archives of Md., 1775-1783, 611).

37. Scharf, Hist. of Md., II, 439-440, 456, 461; Paullin, Navy Amer. Rev., 446.

38. Wrong, Wash. & His Comrades, 12, 266-267.

39. Franklin Papers, Amer. Philo. Soc., Philadelphia, A.L.: 2p (In French), V, 68, Catalogue, IV, 443.

40. Out-Letters, Marine Committee, II, 131, Letter to John Barry, November 20, 1779; See also Letter, November 20, 1779 to Com. of Navy Board at Boston; Sherburne, John Paul Jones, 228; Maclay, Hist. of Navy, I, 144; Clark, Naval Hist. U.S., I, 109; Hildreth, Hist. U.S., III, 403-404; Weekly Register, Baltimore, July 18, 1812, 331; America was begun at Portsmouth, N.H., in 1779, but not launched until end of 1782, and later presented to France to replace Magnifique wrecked entering Boston Harbor in 1782. (Mass. Hist. Soc., Proceedings, XLVI, 200); Naval Records of the Amer. Rev., 1775-1788, 124-125; Marine Committee, Letter Book, 246-247; Papers Cont. Cong., Nicholas to Pres. of Cong., Library of Congress, 78, 17, 301; Oberholtzer, Robert Morris, 95-96.

41. "Samuel Hempsted, 1st Lieut. Marines, Frigate Deane, (Captain Nicholson), wounded in the hip by a musket ball (which still remains there) while on furlough." Disabled on "6 Sept. 1781" at "New London." (From a statement of the certificates transmitted to the War Office, etc., 1792-1796, 537, 612, bound in Secretary of War's Letter Book filed in Room 1401, Munitions Bldg.).

42. R.I. Hist. Soc., N.S., VIII, 273.

43. Pension Records in Washington, D.C.

44. Paullin, Navy Amer. Rev., 302.

45. Freneau celebrated this victory in a long ballad. (Wescott, Historic Mansions and Buildings of Philadelphia, 199); Clowes, Royal Navy, IV, 80, describes this battle without giving much credit to Americans; Nav. Inst. Proc., 1247-1248; Maclay, Hist. of Amer. Privateers, 183; Scharf and Wescott, Hist., Philadelphia, I,

45. (Continued)
422; "On one occasion, a ball passed through" the hat of Captain Joshua Barney, "just grazing the crown of his head - another tore off a part of the skirt of his coat: seeing himself thus, the aim of the small arms, he called to Mr. Scull, his Marine Officer, (whose men were all Buck's County Riflemen, who had never before been on board a ship) and ordered him to direct his fire into the top from which he was so much annoyed; the order was promptly executed, and with such good aim that every shot brought down its man. A few minute after this, one of these brave fellows, who was much better acquainted with the use of his rifle than with the rules of subordination, called out to Captain Barney with a coolness of manner that evinced anything but intended disrespect - 'Captain! Do you see that fellow with the white hat?' and firing as he spoke, Captain Barney saw the poor fellow 'with the white hat' make a spring at least three feet from the deck, and fall to rise no more. 'Captain' continued the marksman, 'that's the third fellow I've made hop!'" (Mary Barney, Commodore Joshua Barney, 116; See also D.A.R. Mag., 1916, XLIX, 234; Maclay, Hist. of American Privateers, 182, 183); During the action the Hyder Ally fired 13 broadsides "and from 60 to 70 rounds" from the muskets. (Journal of Hyder Ally, published in Niles Weekly Register, Supplement to V, 190); Paine, Joshua Barney, 172-173; Idem, 191; prints Resolution of Penna. Legislature of April 13, 1782, recognizing the gallantry of the "officers, seamen and Marines" in this battle.; Scharf & Westcott, Hist. of Philadelphia, I, 422; Maclay, Hist. Amer. Privateers, 181-183 wrote: "many of the Marines in the Hyder Ally were thoroughbred 'backwoodsmen' to whom the use of firearms was as natural as walking."; "A brother-in-law of Captain Barney, Joseph Bedford, was stationed with a squad in the main-top" and was wounded. (Paine, Joshua Barney, 172-173).

46. Maclay, Hist. of Amer. Privateers, 187-189.

47. Paine, Joshua Barney, 191.

48. For identity of the Chevalier de Luxembourg, See Cooper, Lives of Distinguished Amer. Naval Officer, II, 32-33; Neeser, Cruises of Gustavus Conyngham, 35; Paine, Joshua Barney, 152-154.

49. Penna. Mag. of Hist. & Biog., II, 1878, 360; A Journal kept on board the Ariel states that Capt. Gillon set out from L'Orient for Amsterdam concerning men of late Bon Homme Richard who had entered into the service of

49. (Continued)
the State of South Carolina. (Barnes, The Logs of the Serapis, Alliance, and Ariel, 91-92); for "enlistment agreement between officers, seamen and Marines with Captain Robert Cochran on part of the Colony of South Carolina" See Ms. in Yale University, Z117.00145.

50. Paullin, Navy Amer. Rev., 440; Journals of S.C. House of Representatives, March 10, 1783; See Gordon, Hist. of Amer. Rev., III, 287-288, for a French expedition against "Isle of Jersey" in which "eight thousand land forces were put on board to serve as Marines and to supply the defect of sailors."

51. Marines in the South Carolina Navy became active as early as November, 1775. On November 11th of that year 35 Marines and some seamen covered a party sent to obstruct certain channels near Charleston by sinking old schooners. The enlistment of 200 Marines was authorized on February 15, 1776. (Paullin, Navy Amer. Rev., 420); They shared in prize money. (Cooper, Statutes of S.C., IV, January 16, 1777); See also Snowden & Cutler, Hist. of S.C., I, 326.

52. Clark, Naval Hist. U.S. (1814), I, 132.

53. Writings of Thomas Jefferson, VI, 92, states President Jefferson in a letter to Mr. Carmichael on February 18, 1787, had received "from Mr. Jay sundry despatches relative to the frigate the South Carolina" and about claim against "the Court of Madrid founded on the aid of that vessel in taking the Bahama and Providence Islands." See Letter (Marine Corps) 2515-85, 2350-75-10, November 14, 1923, for many facts; See also Mass. Hist. Soc. Proc., XLVI, 193-194; Mag. Amer. Hist., I, 183; Journals of Congress, May 3, 1784, contains information about South Carolina's claims against Spain; See also S.C. Hist. & Gen. Mag., No. 10, 1909, 75-82, 93-105; The following information has been often given in anecdotal form: As the frigate South Carolina was cruising between the Bahama Islands and the Florida Keys, the officer of the deck was ordered to keep a good lookout and the lead going. About 4:00 A.M., the South Carolina met a Jamaica Fleet composed of a large number of vessels. The South Carolina flew the British flag and hailed the Jamaica Fleet, and promised to send a boat aboard them. The officer of the deck was then directed to take a barge, and with twenty-four chosen men and about four or five Marines, himself, as well as the Marines, being all in British uniform, to make for the furthest vessel - the Nelly; he did

53. (Continued)
so, and when arrived under her stern, and rounding upo her quarter, in answer to the Captain's inquiry as to what boat that was, replied that it was the barge of the D'Artois, commanded by Captain McBride. The Americans were "soon aboard and when the Captain went to get his papers," they drew their hidden pistols and cutlasses and the Captain surrendered. The whole fleet was thus captured. (Frost, Book of the Navy, 282-285); Clark, Naval Hist. U.S., I, 132, states that Murray commanded several American and Spanish vessels; Clark, Naval Hist., U.S., I, 131-133, states the Bahamas being a secure retreat for the British privateers that annoyed trade between Havana and the Gulf of Mexico, the Spanish Captain General of Cuba decided to attempt their conquest in conjunction with the Americans. The South Carolina and Captain Alexander Murray participated.

54. James, Naval Occurrences, 49-50; Clark, Naval Hist., U.S., I, 138; Paullin, Navy Amer. Rev., 436-440.

55. Paullin, Navy Amer. Rev., 236.

56. Paullin, Navy Amer. Rev., 499; Maryland Hist. Mag., IV, June, 1909, 115-133; Southern Literary Messenger, XXIV, 214-221, 273-277; See Cont. Cong., I, 159-160; and Report of Bd. of Admiralty & Marine, agreed to on January 7, 1779, in Papers of Cont. Cong., 37, 159, regarding Maryland Marines on galley in January, 1779.

57. Franklin Papers, Amer. Philo. Soc., Philadelphia, LV, 16 - Cat. IV, 334.

58. Paullin, Navy Amer. Rev., 236.

59. Maclay, Hist. of Navy, I, 447; Allen, Naval Hist. Amer. Rev., II, 612; Amer. Cath. Hist. Res. N.S., III, 1907, 77-78, 128; Haltigan, The Irish in the American Revolution, 167-168, 397; Clark, Naval Hist. U.S., I, 136-137; Paullin, Navy Amer. Rev., 237; Spears, Hist., Our Navy, I, 298-299, wrote "The last naval action (the General Monk was captured later by a privateer) of the Revolutionary War was fought by the Alliance."; See also Oberholtzer, Robert Morris, 169-170.

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UNDER THE ARTICLES OF CONFEDERATION AND THE FIRST CONSTITUTION.

Chapter VIII, Volume I,

History of the United States Marine Corps

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FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

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CHAPTER VIII

UNDER THE ARTICLES OF CONFEDERATION AND THE FIRST CONSTITUTION.

The Articles of Confederation seemed adequate enough to the thirteen sovereign States, while fighting for a common object, on sea and land. Sufficient strength seemed to be lodged in Congress (which exercised both legislative and executive power) for efficient government. During the war Congress had not only successfully acted as the dictator but had even conferred upon George Washington more than once the power of such. It took the stress and strain of peace, however, to show the defects of the Articles.[1]

The Treaty of Paris completed peace at the end of our Revolutionary War on April 11, 1783, and the United States on that date had only the Alliance, Deane, General Washington, Duc de Lauzun and Bourbon left of the regular Navy. In about two years the United States was completely disarmed. Not one public armed vessel was owned by the new Republic.[2]

Most of the vessels of the regular Navy had been captured by the enemy or destroyed and the few that remained were sold or otherwise disposed of. The America was presented to France on September 3, 1782; the Duc de Lauzun was lent to the French Minister in April, 1783, to carry home some French troops after which she was sold; in July, 1783, Congress directed that the Hague (formerly the Deane)

and the Bourbon be sold; and finally on June 3, 1785, Congress authorized the Board of Treasury to sell the Alliance,[3] the last to go. She became an East Indiaman and was ultimately wrecked on an Island in the Delaware.[3]

On March 24, 1783, Congress ordered the Agent of Marine to recall all armed vessels cruising under the American colors. On April 11, 1783, it issued a proclamation declaring the end of the War. On April 15, 1783 it ordered the Agent of Marine to set free all naval prisoners of the enemy.[4]

Although the United States now kept no vessels of war, several of the States themselves, with the consent of Congress, which was necessary by the Articles of Confederation, had small cruisers of their own, that did the duties of guarda-costas and revenue cutters. At this period in the history of the country, it will be remembered that each State had its own policy in trade, with the single exception that it could not contravene any stipulation by treaty that had been entered into by Congress.[5] Each State had its own custom-house and to a large extent made its own revenue and navigation laws. The Bluejackets and Marines serving on these vessels preserved the historical continuity of the naval service up to the date that the new Constitution went into operation.[6]

After Robert Morris retired in 1784, Congress made no move to appoint another Agent of Marine, for there was little need for such an office. The Board of Treasury (organized

in the Spring of 1785), aided by the "Commissioner for Settling the Marine Accounts," and by the secretary to the Agent of Marine, wound up the business of the Navy.[7]

The Articles of Confederation permitted a Navy, of course. The thought of reorganizing the Navy at the conclusion of the Revolution did exist but the finances of the new government were not in a condition to permit the luxury. This is well illustrated by the offer of the State of Virginia, by a Resolution of the House of Delegates, to sell the Cormorant to the United States. The Agent of Marine reported on June 26, 1783, which report was agreed to by Congress, on August 5, 1783, "that although it is an object highly desirable to establish a respectable marine, yet the situation of the public treasury renders it not advisable to purchase ships for the present, nor until the several states grant such funds for the construction of ships, docks, and naval arsenals, and for the support of the naval service, as shall enable the United States to establish their marine upon a permanent and respectable footing."[8]

Considerable legislation affecting incidents that had occurred during the Revolution, was enacted during this period. Such subjects received legislative treatment as: allowances for officers employed on courts-martial;[9] returns of the officers and crews of Bon Homme Richard[10] and Alliance;[10] settlement of accounts of Revolutionary officers, seamen and Marines;[11] prizes captured by the Reprisal and Dolphin.[12]

Congress prescribed and outlined the duties of the Secretary at War, on January 27, 1785, but no reference was made to naval affairs although of course his duties under the Articles included the administration of them, as well as Army affairs.[13]

The period between the Peace of 1783, and 1789, was one of troubles, insurrections in the States, and difficulties growing out of the defective political organization of the country.

By the written Constitution, drafted in 1787, agreed to September 17, 1787, which went into operation in April, 1789, a stronger and more centralized union was established - in theory a federal republic formed by the voluntary combination of sovereign States. The Thirteen States gave up the greater part of their sovereignty to a super-government. The new government went into operation with George Washington at its head as President and also as Commander-in-Chief of both the Army and Navy.[6]

George Washington was fully convinced of the graveness of the duty imposed upon him and in his Inaugural speech at New York he said: "The preservation of the sacred fire of liberty, and the destiny of the republican model of government are justly considered as deeply perhaps finally staked on the experiment entrusted to the hands of the American people."[14] Later he urged that a navy, which of course included Marines, be organized to assist in making this "experiment" a success.

An Act of Congress approved August 7, 1789, established The Department of War.[15] Under its provisions the Secretary for the Department of War, among other things, conducted all affairs relative to national defense including "naval forces, ships" and all such other matters respecting "naval affairs, as the President of the United States shall assign to the said Department." There was no Navy Department and the administration of those affairs which at the present time are conducted by the Secretary of the Navy were administered by the Secretary for the Department of War.[16]

Although there were no naval vessels to carry the flag of the United States to foreign ports the flag was carried abroad. The United States did not afford protection to commerce by means of a National Navy for a long period, the merchantmen were forced to arm in somewhat the same manner that they did for protection against German submarines prior to America's entry into the World War. These vessels forced respect for the American flag in foreign waters in the same way that vessels of the Navy would have, if there had been any. So we can say that the Navy and Marines were informally represented on the many fine American ships that floated on every sea after the Revolution. In the early days, scarcely a voyage passed without a battle.[17]

These American merchantmen were, in effect, private warships flying the American flag because sea-borne commerce and private defence of commerce went hand-in-hand. Every merchantman was armed to withstand attacks from the

East Indian and West Indian pirates, the fanatical Chinese, the South Sea Islanders and all other enemies. Indeed, an unarmed ship was inconceivable in this period. The Nor'We Trading vessels, for instance, were very well able to take care of themselves. "Besides swivel guns on the bulwarks they were armed with 6 to 20 cannon, kept well-shotted with grape, langrage or canister; and provided with boarding nettings, muskets, pistols, cutlasses and boarding pikes. The quarter-decks were loop-holed for musket fire, the hatches were veritable 'pill-boxes.'"[17] These were vessels of the "Volunteer" or "private" American Navy[18] and carried the Stars and Stripes on the Five Oceans, between 1783 and 1798, to every port, and they carried the means of enforcing respect for it. Frequently members of the crews of these vessels were called upon to perform the duty of Marines both aboard ship and on the beach.

In December, 1783, the little 55-ton sloop Harriet of Hingham, Mass., sailed from Boston with ginseng for China and arrived at Cape of Good Hope, where she sold her cargo and thus lost the grand distinction of being the first American vessel to fly the flag in Chinese waters.[17]

Congress, on January 2, 1784, authorized the issuing of "Sea Letters" to merchantmen prior to their departure on visits to foreign waters. These letters certified that the Master was an American citizen, asked that he be treated with consideration, etc. One of the first, if not the first was that granted to Captain John Green of the Empress of

China, on January 30, 1784,[19] prior to sailing for Canton, China. The first part of the letter reading: "Most serene most pleasant, puissant, high, illustrious, noble, honorable, venerable, wise and prudent emperors, kings, republics, princes, dukes, earls, barons, lords, burgomasters, counsellors, as also judges, officers, justiciaries and agents of all the good cities and places, whether ecclesiastical or secular, who shall see these patents or hear them read."[20]

The Empress of China arrived at Macao on August 23, 1784, and was the first American vessel to fly the Stars and Stripes in China.[17]

The Columbia (Captain Robert Gray) and the Lady Washington departed from Boston on September 30, 1787. Captain John Kendrick commanded the expedition. They were the first American vessels to round Cape Horn. They separated and later rejoined at Nootka Sound, the fur trading center on Vancouver Island. The Columbia then, in the summer of 1789, went on to Canton, China, with a cargo of furs. She arrived back in Boston on August 9, 1790.[17] The Columbia's second cruise began in September, 1790, when she sailed for the northwest coast of America. On May 12, 1792, she saw a "spacious harbor," which she sailed up about five leagues to an Indian village. Captain Gray named it the Columbia River.[21]

Advertisements were inserted in Boston newspapers in January, 1789, announcing that all persons "wishing to ad-

venture" aboard the famous Astrea should enlist. These "adventurers" were the Marines of the period. The Astrea sailed and once ventured into the harbor of Pegu near Rangoon in 1793 and was promptly commandeered by His Burmese Majesty.[17]

It was under the direction of the Secretary of War that the first effort, after the Revolution, was made to form a Navy.

About the year 1785, the Dey of Algiers discovering that the United States had commenced its career, possessing merchant vessels but no warships with which to protect them, began to prey on its commerce.[22] Many American vessels were captured and their crews carried into slavery.

The other three Barbary States - Morocco, Tunis and Tripoli - were also threatening. This was an alarming condition but the United States apparently hoped to solve that problem by some method other than by expending the national income upon naval armament. Despite the defective political organization of our country at that time, a national Navy would have been created if public opinion had voiced a desire.

These were the conditions when George Washington became President in 1789. A long and wearied negotiation ensued, resulting in 1792 in the appointment of John Paul Jones as an agent for effecting the liberation of the captives. At the same time a commission was sent to Jones naming him consul at the regency of Algiers; but he was

dead before the commission arrived. Mr. Barclay was then named agent but that gentleman also died before he could enter on the duties of the office. These matters dragged on until, as will be later described, the United States entered into a treaty with Algiers.[23]

Thomas Jefferson, Secretary of State, wrote on December 30, 1790, that "upon the whole, it rests with Congress to decide between war and tribute, and ransom, as the means of re-establishing our Mediterranean commerce. If war, they will consider how far our own resources shall be called forth, and how far they will enable the Executive to engage, in the forms of the Constitution, the co-operation of the other Powers. If tribute, or ransom, it will rest with them to limit and provide the amount; and with the Executive, observing the same constitutional forms, to make arrangements for employing it to the best advantage."[24] As we shall see Congress first temporized and finally recognized the futility of tribute.

If it were not for internal and external troubles, a sovereign state could possibly get along without soldiers, sailors and Marines. Even in peace, however, a government needs its armed forces as a moral force standing back in the shadows, a warning to all possible disturbers of internal order that quick retribution will follow their efforts. The armed forces of a country are also required to enforce a proper respect for our just rights beyond the limits of the State.

The government first had to determine a foreign policy that it would apply and next the mission of its naval force in that foreign policy. Thus a policy regarding naval affair would be established, after which Congress was under a duty to furnish the executive with the means of carrying out that policy.

In the fall of 1790 estimates were secured by the Secretary of War (acting in his capacity of Secretary of the Navy) for the building of frigates. In October, 1790, a Boston gentleman estimated for a frigate of 900 tons. Then in November, 1791, the Secretary of War submitted to Congress an estimate for a frigate of forty guns and a brigantine of fourteen guns. The estimate for the frigate provided a Lieutenant of Marines at $22.00 a month, one sergeant at $5.00 a month, one corporal at $4.00 per month, and one drummer, one fifer, and twenty privates at $3.00 per month. The Marine Detachment of the brigantine was set at one sergeant, one corporal, and eight privates, at the same rates of pay.[25]

The Revenue Cutter Service was organized in 1790, and the Marines should be interested in this service since during the Naval War with France, 1798-1801, they served on board the revenue cutters.[26] Nothing tangible resulted from the preparation of estimates. The war which had been going on between Algiers and Portugal was suddenly terminated in 1793. This allowed the Algerine corsairs to again enter the Atlantic and more American vessels fell into the hands of these lawless barbarians.[26] This, once more spurred American naval thought to expression.

NOTES.
CHAPTER VIII.

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1. On March 1, 1781, Maryland, the last of the thirteen states had signed, by its delegates, the Articles of Confederation a "perpetual union," a "league of friendship" between thirteen sovereign States. There is no space in this writing to discuss the merits or defects of these Articles but we may all look back with gladness and hope that those early Americans of each of the thirteen sovereign States, imbued with intense nationalism as they were, had the intelligent courage to partially submerge sovereignty in order that the first step toward a "more perfect union" might be taken. It is significant that this union was secured during the war.; See also Spencer, Hist., U.S., I, 535; Mass. Rev. Arch., Vol. 203, Mar. Mass. (Letter dated June 26, 1781).

2. Maclay, Hist. Navy, 155-156; Hollis, Frigate Constitution, 24; Cooper, Hist. Navy, I, 298-299; There were only five vessels remaining of the Continental Navy by the spring of 1783, the frigates Alliance, Hague (Deane and Bourbon, and the ships General Washington and Duc de Lauzun. (Allen, Naval Hist., Amer. Rev., II, 613); In June, 1783, the General Washington, "then the only U.S. war vessel in commission" sailed to England and upon her return "from this cruise she was sold in 1784." (Maclay, Hist. Amer. Privateers, 191); According to the Journals of Continental Congress, that body early in April, 1783, discussed the "military and naval peace establishment," for the United States. (Journal of Cont. Cong., April 3, 4, 5, 6, 1783, XXV, 953-954); The Treaty of Paris became operative on April 11, 1783 and every single vestige of the little gallant, wonder-working Navy of America, was annihilated; or, what is the same as to warlike power, was converted into merchantman. (Putnam, Biog. Sketches of Distinguished Amer. Naval Heroes, 279; See also Cooper, Hist. Navy, U.S., I; Williams, The Liverpool Privateers, 300); When the Society of the Cincinnati was organized many Marine Officers and former Marine officers were among the original members. Among them were: Samuel Nicholas, Andrew Porter, Isaac Craig, Robert Caldwell, Alexander Dick, Eugene McCarty, Edward Stack, and many others. (D.A.R. Mag., June, 1921, January, 1922, July, 1923; Wilson, Year Book of 1913 of the Kentucky Sons of the Rev.; Gardiner, Order of the Cincinnati in France).

3. Alliance sold in 1785, was last vessel of Navy; The Agent of Marine reported to Congress on July 26, 1783,

3. (Continued)
that agreeably to the order of July 16, 1783, he had ordered the Hague to be sold; that the Duc de Lauzun had already been ordered sold on her arrival in France that the Washington packet was probably returning from France; that the Alliance was in the Rappahannock River taking in a cargo of tobacco for Amsterdam and would sail soon; that the frigate Bourbon had been launched and would soon sail; and requested permission to sell the Bourbon (Journals of Cont. Cong., XXIV, 1783, 446-447); Greenwood, John Manley, 136, writes that the "officers and crew of the Alliance were not discharged till September 5," 1783; The Alliance Muster Book shows Marines on board later than April 10, 1783; Alliance became a merchantman and sailed to China (Watson, Annals of Philadelphia, II, 339); Hollis, Frigate Constitution, 24-25; Maclay, Hist. Navy, I, 156; Watson, Annals and Occurrences of N.Y.City and State, 343-344; Winsor, Narr. & Crit. Hist. of Amer., VII, 357-365; James Russell Soley states that "shortly after the close of the Revolutionary War," the "Navy ceased to exist"; See also M.C. Rec. Bull., September, 1920, 13.

4. Journ., Cont. Cong; Congress resolved on March 24, 1783 that "the Agent of Marine be, and he is hereby directed immediately to recall all armed vessels cruizing under commissions of the United States" (Journal of Cont. Cong., March 24, 1783, XXIV, 211); See also Idem, XXV, 950-951; "According to the order of the United States in Congress assembled unto me given on" March 24, 1783, "I do recall all armed vessels cruising under commissions from the United States of America, Robert Morris" (Mass. Rev. Arch., Vol. 204, Mar. Mss (Letters); On June 4, 1785, the General Court of Massachusetts directed the Winthrop, the last vessel of the Massachusetts Navy, to be sold.

5. On October 3, 1783, Congress authorized Virginia to keep up "two armed vessels for the defense of the trade of that State," of a less than 14 guns and 75 men each. (Journals of Congress, XXV, 639-640); Virginia used these vessels to protect our commerce against piracy. (Harris, Life of William Bainbridge, 251-254); Paullin, Navy Amer. Rev., 416-417; Cooper, Hist. Navy, U.S., 299; Captain of Marines John Hardyman of the State Navy of Virginia was on half pay as Captain of Marines from April 22, 1783 to January 1, 1808, in which year he died. (Div. of Rec., Navy Library).

6. M. C. Gazette, September, 1922, 273.

7. "It remains only to say" "that the Navy of the Revolution, like its Army, was disbanded at the termination of the struggle, literally leaving nothing behind it but the recollections of its services and sufferings." (Cooper, Hist. Navy, 297).

8. Journals of Congress; Hollis, Frigate Constitution, 25.

9. Congress resolved on April 15, 1784, "that no extra allowance be made to naval officers who have been or who may be employed on courts-martial in the state where they reside at the time of holding the same, or when the ships or vessels of war to which they belong, did or may lie at the time of their being so employed." This same subject was the subject of further legislatio On April 11, 1787, Congress acting as follows: "On the report of the Agent of Marine, to whom it was referred to report to Congress a reasonable allowance per day for naval officers employed on courts-martial, Resolved, that such naval officers as have been or shall be employed on courts-martial, out of the states of their residence, or in a state where the ships or vessels of war to which they were or may be attached did not or shall not lie at the time of their being so employed, be, and they are hereby entitled to an extra allowance of 3-1/3 dollars per day each, in addition to the pay and subsistence to which they were entitled by former Acts of Congress."

10. On June 7, 1786, Congress resolved that the Board of Treasury take measures of procuring returns of the officers, Bluejackets and Marines serving on the Bonne Homme Richard and Alliance during the engagement with the Serapis in 1779. This was done and Congress took further action on October 11, 1787. In 1848 Congress satisfied the claims of the officers and crews of the Bon Homme Richard and Alliance. (Paullin, Diplomatic Negotiations of American Naval Officers, 41).

11. On August 1, 1787, Congress resolved: "That the Commissioner of Marine Accounts, in settling the accounts of the Officers, Seamen, and Marines, of the late Navy of the United States, govern himself by the principles established for the line of the Army, by the Act of Congress of the 10th April, 1780, so far as the same relates to the allowance for depreciation; provided, that no Officer, Seamen, or Marine, be entitled to the benefit of this resolve, who was not in service, or liable to be called into service, on the 10th of April, 1780."

12. On July 2, 1788, Congress passed a resolution regarding prizes captured by the Reprisal and Dolphin in European waters.

13. On October 2, 1788, a Committee reported to Congress: "The business of the War Office is conducted by the Secretary at War, and three clerks and a messenger." The salary of the Secretary was $2450; that of the clerks, $450 each; and that of the messenger, $150. There had been an Assistant Secretary at War, at a salary of $1000 but that office had been discontinued in 1786. Judging by the Journals of Congress, May 7, 1785, July 31, 1786, and August 1, 1788, the Secretary at War could not take "leave of absence for a few weeks," without the consent of Congress.

14.

15. Act of August 7, 1789.

16. Prior to the date of the establishment of the Departmen of War, we find an Act approved July 31, 1789, concerning customs, which provided for the appointment of a "naval officer" whose duties were "to receive copies of all manifests, to estimate and record the duties on each entry made with the collector, and to correct any error made therein, before a permit to unlade or deliver shall be granted; to countersign all permits and clearances granted by the collector." This office was continued in subsequent legislation. (Winsor, Narr. & Crit. Hist. Amer., VII, 357-365; Latimer, Your Washington & Mine, 166-168).

17. Morison, Maritime Hist. Mass., 43-92; Captain Gray had the honor of being the "first man to carry the Stars and Stripes around the globe." (Meany, Hist. of Wash., 40-44); See also M.C. Rec. Bull., September, 1920, 13; Paine, Ships and Sailors of Old Salem, 196-197; Paullin, Dip. Nego., Amer. Nav. Off., 329-330; Id., 332-333 stat Columbia was "first American vessel to visit Hawaii" - about September, 1789 (and see also Morison, Mar. Hist. Mass.); Oberholtzer, Robert Morris, 223; Empress of China was "equipped with ten 12-pounders." (Oberholtzer, Robert Morris, 2).

18. The Bedford was first ship to fly the American Flag in an English port at London in 1783; In the same year, the Washington was the first American vessel to show American flag in a Spanish Pacific port. (Lithgow, Hist. of Nantucket, 370); Philip Moore prayed for a passport from Congress on December 18, 1783, "to protect his vessel in a voyage to China." (Journals of Congress); The ship Bedford (Captain Moore) owned by William Rotch of Nantucket and flying the Stars and Stripes, arrived at the Downs, England, on February 3, 1783. On the next day she passed Gravesend and two

18. (Continued)
days later she was reported at the custom house. "This is the first vessel which displayed the Thirteen Rebellious Stripes of America in any British port," stated a London periodical published in 1783. (A.&.N. Chron., May 23, 1839; Hawes, Whaling, 87; but an equally good claim was put in for Captain Nicholas Johnson of Newburyport, Mass., who died in 1825 by the Nat. Intell., November 10, 1825).

19. Watson, Annals & Occurrences of N.Y., 300; Griffis, Corea, 389; Journals of Congress; See also Paullin, Dip. Nego., Amer. Nav. Off., 159-161.

20. Journals of Congress.

21. Morison, Mar. Hist. Mass., Ch. IV; Captain Kendrick, in the Lady Washington lost a son and was once driven from his vessel by an Indian Amazon and her braves. The Columbia lost her second mate and several members of her crew at "Murderer's Harbor." (Id., 55); See also McKenney, Hist., Indian Tribes, North Amer., I, 166.

22. See Letter of de Soulvanges to Judges and Consuls at Nantes (Papers of Cont. Cong., 168, 2, Part I, 329); See also letter of John Paul Jones at L'Orient, August 6, 1785, to John Jay in which he wrote: "My best wishes will always attend America, and my pride will be always gratified when such measures are adopted as will make her respected as a great Nation that deserves to be free." (Pap. of Cont. Cong., 168:2, Part I, 331).

23. See Chapter IX.

24.

25. Navy Lot. Bk, 1790-1798; 14; See also M.C. Gaz., September, 1919, 260; Idem, September, 1922, 273.

26. See Chapters XII and XIII; Allen, Our Naval War with France, 55; United Service, November, December, 1889; See also Washington Post, February 23, 1925 in which the Commandant of the Coast Guard, is quoted as telling "300 members of the Corinthian Yacht Club", at New York on February 21, 1925 that the Coast Guard was in existence before the Navy, the article being headed "Coast Guard Dubbed 'Granddad of Navy'."

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FIRST EPOCH OF THE NAVY AND MARINES UNDER THE CONSTITUTION.

Chapter IX, Volume I,

History of the United States Marine Corps

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FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is herein given for their splendid achievements.

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CHAPTER IX.

FIRST EPOCH OF THE NAVY AND MARINES UNDER THE CONSTITUTION.

The year 1794 produced the first legislation, since the end of the Revolution, authorizing Marines.[1]

Early in 1794 energetic measures were made to consider a naval force. A Committee on Naval Affairs reported to the House on January 20, 1794, that it was of the opinion that four 24-gun ships would be "sufficient to protect the commerce of the United States against the Algerine corsairs."

On February 6th a debate occurred in Congress on a Resolution for building four 44-gun ships and two 20-gun ships, to protect our commerce against the Algerines. The foreign policies of the various European countries and their effect upon the policy of Algiers was not an unimportant part of the debate. Many believed, as did Mr. Madison, that it would be better to buy a cessation of hostilities from the Regency of Algiers, than to fight. Mr. Clark suggested that we hire the Portuguese to cruise against the Algerines. He had an objection to the establishment of a fleet because they must then have a Secretary of the Navy and a swarm of other people in office, at a monstrous expense. Mr. Baldwin believed that bribery alone could purchase security from the Algerines, and that Spain and Britain had always found this method the cheapest. Mr.

Nicholas feared we were no match for the Algerines by sea. However, there were many warm advocates of naval defence, and the majority believed that if public funds were to be spent, a part at least should be expended for a Navy.

President George Washington urged Congress, on March 3, 1794, to authorize a naval force to protect our commerce and on March 27th he approved a bill passed by Congress that conditionally authorized the construction of six frigates, three of 44 guns and three of 36 guns.[2] Each of these ships was to carry a Lieutenant of Marines. The 44-gun ships were authorized to carry "one sergeant, one corporal, one drum, one fife, and fifty Marines," while the thirty-six gun ships were authorized to carry "one sergeant, two corporals, one drum, one fife and forty Marines." The allotment of only one corporal to each of the larger ships was an error as two were intended.[2]

The pay of the Lieutenant of Marines was set at $26.00 a month and two rations per day while the President was authorized to establish the rates of pay of the other Marines.[2]

The last section of the Act made all its provisions conditional. It read that "if a peace shall take place between the United States and the Regency of Algiers," no "farther proceedings be had under this act."[2]

The six frigates authorized were the Constitution (44), President (44), United States (44), Chesapeake (36), Congress (36) and Constellation (36).

Thus in 1794 the authorized strength of the Marines was: 6 Lieutenants; 6 sergeants, 12 corporals, 6 drummers, 6 fifers, and 280 privates or a total of 316 Marines.

Captains of the Navy were designated to command these six frigates with additional duties of superintending their construction. Captain Samuel Nicholson was assigned to the Constitution (44) to be built at Boston; Captain John Barry to the United States (44), to be built at Philadelphia; Captain Thomas Truxton to the Constellation (36) to be built at Baltimore, and Captains James Sever, Richard Dale, and Silas Talbot to the other three ships. All this work was under the jurisdiction of the Department of War.

On September 25, 1795, a "firm and sincere peace and amity between the United States of North America, and Hassan Bashaw, Dey of Algiers, his Divan and subjects," was concluded. It was a splendid treaty except for the last paragraph in which the "Dey and Divan" promises to observe all the treaty provisions "on consideration of the United States paying annually the value of 12,000 Algerine sequins in maritime stores."[3]

This treaty provision resuscitated the last section of the Act of 1794 providing that "if a peace shall take place between the United States and the Regency of Algiers, no farther proceedings shall be had under this Act." President George Washington, on March 15, 1796, accordingly recommended to the "Gentlemen of the Senate and House of Representatives," that the construction of the six vessels conditionally authorized be suspended; but he also urged the neces-

sity of immediate legislation to make possible the completion of the building program suspended by the Treaty.[4]

For a time, at least, matters in the Mediterranean were settled. A treaty without express reference to tribute had been arranged with Morocco in 1787. We purchased immunity from Algerine attacks in 1795 with a treaty promising annual tribute. To anticipate our story, a treaty in 1797 with Tripoli provided that "no pretense of any periodic tribute or farther payment is ever to be made by either party." Satisfactory arrangements were later established with Tunis by the treaty of 1797-1799. The signing of all these treaties, of course, was induced by "presents," on our part to the barbarians. Such treaties were as futile as they were iniquitous and the United States continued to receive demands for "gifts" which in most cases were sent on. We inherited this part of our foreign policy from Europe. Viewed in the light of conditions in 1795, there was no national dishonor or violation of national ethics in a State paying tribute to the Barbary States. The idea that the United States should pay tribute was as just and virtuous in the public opinion of the Barbary Coast then as the reverse idea is in our minds today. These Barbary States claimed title to the seas lapping their shores. They felt that the right to exclude from these waters was equal to their right to exclude from their land territory. It was in the nature of a tariff for revenue, rather than as tribute, that they demanded payment for entering these seas.[5]

We had disarmed after the Revolution and then actual and potential difficulties in the Mediterranean had caused us to start naval preparations. Before these preparations had matured into a navy, diplomacy, and tribute-bearing permitted us again to disarm.

On January 29, 1796, a House Committee reported to the House that only two of the six frigates should be completed - this even before the treaty had been proclaimed.

While the "Infant Navy" was thus struggling for an existence, the interference by France with American commerce had been increasing most annoyingly. The possibility of open rupture between the two countries had been kept constantly before Congress by the President. Senator Bingham's Committee reported to the Senate on March 17, 1796, its opinion, that it would be expedient to authorize the President "to cause to be completed, with all convenient expedition, two of the said frigates of forty-four, and one of thirty-six guns."

Accordingly, Congress enacted legislation which was approved by President Washington on April 20, 1796, authorizing the President to continue the construction and equipment, with all convenient expedition, of two 44-gun frigates and one 36-gun frigate. These were the United States (44), Constitution (44), and Constellation (36). This Act continued the strength of the Marine Guards as set in the Act of 1794 and the legislative strength of the Marines of

this period was therefore three First Lieutenants, three sergeants, six corporals, three drummers, three fifers, and 140 privates, a total of 158.[6]

The estimates of the Department of War of the sums necessary to complete the frigates United States, Constitution and Constellation, submitted on December 29, 1796, included: three First Lieutenants of Marines at $26.00 per month; three sergeants of Marines at $10.00 per month; six corporals at $10.00 per month; three drummers and three fifers at $9.00 per month, and 140 privates at $9.00 per month. Lieutenants of Marines were allowed two rations per day and the other Marines one ration per day.

During the period of construction of these three vessels, Marines were used to guard them. The exact date of the first commission given a Marine officer or the date of the first Marine enlisted is not known. That there were Marines attached to the frigate United States as early as January 4, 1797, however, is shown by a letter from the Department of War to Captain John Barry, commanding the United States at Philadelphia.[7]

John Adams succeeded George Washington as President on March 4, 1797. On May 16, 1797, President Adams urged Congress to provide a Navy stating that "a naval power, next to the militia, is the natural defence of the United States."

Matters slowly dragged along and on June 16, 1797,

Secretary of War James McHenry submitted another estimate of the pay and subsistence required for the three frigates under construction. As far as the Marines were concerned, these estimates were the same as those submitted in 1796.

Congress finally became concerned with the urgency of defence by means of a Navy and passed important legislation which President John Adams approved on July 1, 1797.[8]

This Act expressly directed that the United States and Constitution should each carry two Lieutenants of Marines and the Constellation one Lieutenant of Marines. The two larger ships were each authorized to carry "three sergeants, three corporals, one drum, one fife, and fifty Marines." The smaller frigate was authorized to carry "two sergeants, two corporals, one drum, one fife, and forty Marines." The Lieutenants of Marines received $30.00 per month and two rations per day. The pay of the other Marines was fixed by the President. The officers, crew and Marines, "shall be governed by the Rules for the Regulation of the Navy" established by Congress on November 28, 1775. The enlistment period was one year but the President in his judgment could issue discharges sooner. The Act also provided that Marines "wounded or disabled, while in the line of his duty in public service," should be placed "on the list of invalids," at such pay as the President should direct, not exceeding half the monthly pay of the officers or $5.00 per month for the enlisted men.[8]

Under the Act of July 1, 1797, the legislative strength of the Marines was therefore: five Lieutenants, 8 Sergeants, 8 corporals, 3 drummers, 3 fifers, and 140 privates.[8]

The Act of July 1, 1797, authorized the President to increase the number of men employed on Revenue cutters "not to exceed thirty Marines and seamen," and also continued and confirmed the compensations established by the Act of May 6, 1796 "to the mariners and Marines, who are or may be employed" on the revenue cutters.[9]

The United States was launched in July, 1797, the Constellation in September, and the Constitution in October.[10] Some of the personnel of those vessels, including Marines, were serving on board before they were launched. The records are not clear as to the earliest date that Marines reported on these vessels, but we know that they were serving on board the United States as early as January 4, 1797.[11]

After these three frigates were launched many other vessels were secured, as war with France seemed imminent and Marines served on all of them.

The Department of War on August 5, 1797, forwarded to Captain Thomas Truxton, commander of the Constellation, a statement of the pay of the petty officers and seamen and Marines, to be employed in the Navy of the United States, for his examination and remarks. The Secretary stated he would "be very much obliged" if he would inform him "what

sea clothing may be necessary for the Marines when they are not on duty and whether it will be proper for Government to allow them such clothing in addition to their pay, or for it to be provided at their own cost."[12]

The Secretary of War informed Captain John Barry, commanding the United States, on August 30, 1797,[13] that "Lieutenant McRea with the Men he had enlisted ought to go on board as soon as possible and the present guard sent to their company at Fort Mifflin."[14]

The subject of equitable compensation rates for the enlisted Marines and the sailors caused President Adams considerable effort. The War Office, on December 27, 1797, requested Captain Samuel Nicholson, commanding the U.S.S. Constitution, to inform it "at what pay Marines may be inlisted without bounty, and the wages at which a Crew of Seamen can be engaged, and in what time the compliment of both can be completed."

On January 15, 1798, the Secretary of War wrote Captain Nicholson that "the President having taken into his consideration the pay of the petty Officers, Seamen, ordinary Seamen and Marines to enable him to fix it at the lowest prices, it becomes necessary that the best information should be obtained from those Ports where the frigates will be manned," he would "be much obliged" if Captain Nicholson would transmit to him "as early as possible" what sailors were receiving at Boston.[15]

President Adams finally established the monthly pay rates of the Marines as follows: Sergeants and corporals, $10.00; the drummers, fifers and privates, $9.00. But in a letter dated May 7, 1798, to Lieutenant John Rodgers at Baltimore, the Secretary of War gave the rates of pay for Marines: Sergeants, $9.00 per month; corporals $8.00 per month; Drums and Fifes, $7.00 per month; and privates, $6.00 per month.[16] The Lieutenants of Marines monthly pay, as established by Congress, was $26.00. Thus the monthly Marine payroll of the United States and Constitution was each $554.00 and that of the Constellation $444.00.

The following letter dated February 12, 1798, from Captain Barry to Lieutenant Mollowny of the United States described very interestingly the duties expected of the Marines: "Landsmen and Marines of duty, to keep the ship clean and do the ordinary work on board, the Lieutenant of Marines will take care to have a Sentinel kept at the gangway night and day to keep the people belonging to the ship from going on Shore or People from Shore coming on board without leave from the officer on the Quarterdeck. You will please observe that decent citizens are not to be refused admittance provided it be before sunset; but you are not to allow any such people below the gun deck without the Sergeant of Marines or some other officer with them. If one sentinel is not sufficient you will order the proper officer to place a second, in such places as you may think the

most proper, to prevent the people from going on shore without leave. The Lieutenant of Marines will cause the Marine to be exercised at least every other day between the hours of ten and twelve in the forenoon, the weather permitting, and as much oftener as he may think necessary. The officer will order a Sergeant to see that the fire is put out in the gallies every night at eight o'clock and the candles put out fore and aft at nine. It is expected that you or Mr. Meado, or Mr. McCray will go fore and aft every night before you go to see that the lights are all out and everything safe from fire.

"For the good government of the Ship it is my orders that no officer on any pretense whatever beat or abuse any of the men on board or on shore when on the ships duty more than one or two slight strokes to make him jump quick to their work. If he deserves more he is to be put in irons and complaint made to me of the offence he committed. He is not to have any of his ration stopped without an order from me. It is my wish that at all times a good understanding should subsist between my officers and myself and nothir can contribute more to it than a prompetude of the duty required."[17]

There was no definite system of appointing Marine officers prior to July 11, 1798, when the new Corps was authorized. In letters from the Secretary of the Navy authorizing commanding officers to nominate officers for the ships they were to command, the Marine officer is sometimes

specifically included in the list. There was a feeling that it was desirable to appoint the officers from the cities where the vessels were built. In the cases of vessels donated by groups of citizens, the nominations were referred to them, and in the cases of these ships the officers were naturally local men. The President made the appointments, however, with the advice and consent of the Senate. There were no entrance examinations. Marines were recruited for each ship as they were required.

The archives have, so far, only inadequately divulged the names of the Marine Officers commissioned and the Marines enlisted during the period prior to July 11, 1798. They do show that a Marine officer was appointed Lieutenant of Marines for the Constellation on March 16, 1798;[18] Daniel Carmick for the Ganges on May 5, 1798;[19] James McKnight for the Delaware on June 15, 1798;[20] Lemuel Clark for the Constitution on July 6, 1798;[21] a Lieutenant of Marines was appointed for Herald on July 6, 1798;[22] and Richard Harwood for the Baltimore on July 11, 1798.[23] Unquestionably other Marine officers were appointed prior to the date when Congress authorized the Marines to have a Corps organization. Certainly one was appointed for the United States.

While there were hundreds of Marines enlisted during this pre-Corps period, the records of the names and other information of all except twenty-one are unavailable. Their names are as follows: Stephen Bowden, enlisted May 5, 1798; Jacob David, enlisted May 21, 1798; John Woods, enlisted

May 21, 1798; William W. Thomas, enlisted May 23, 1798; David Walker, enlisted May 23, 1798; John Ottey, enlisted May 23, 1798; William Fager, enlisted May 25, 1798; John Harn, enlisted May 25, 1798; Johnson Fletcher, enlisted May 28, 1798; Stacy Thomas, enlisted May 28, 1798; John Garrisson, enlisted May 29, 1798; Thomas Coyle, enlisted May 30, 1798; William Greenleaf, enlisted May 30, 1798; Richard Young, enlisted June 1, 1798; John Young, enlisted June 1, 1798; John Rozert, enlisted June 1, 1798; Gilbert Tice, enlisted June 1, 1798; John Haley, enlisted June 1, 1798; William Macentive, enlisted June 25, 1798; William Keogh, enlisted June 30, 1798; Thomas McAnulty, enlisted June 30, 1798; and James Carnican, enlisted July 2, 1798.[24]

All of these enlistments were for one year with authority allowed for extending the period and the enlistment papers used were those provided for the Army, with proper corrections made to suit the Marines.[24]

At the top of the enlistment paper is an eagle with a shield on its breast with what apparently seems to be a bow grasped by the right foot and a sheaf of arrows grasped by the left foot. The wings are wide spread and a curving pennant grasped in the mouth contains the words E Pluribus Unum.[24]

The Marine officers, as has been said, were appointed to serve on particular vessels and included in the letters, notifying them of their appointments, were directions to recruit their guards. The letters were lengthy and contained

complete recruiting instructions.[24]

Lieutenant James McKnight, on the day he was appointed, opened a "house of rendezvous" to recruit his guard for the Delaware. The other officers did likewise in the cities where their ships were stationed. The ship surgeons examined the applicants to see that they were "well organized, healthy and free from scorbutic or consumptive affections."[25]

When the enlistment was completed the Marine Officer made a return to his commanding officer and to the Secretary of War. The Commanding Officer of the ship supplied money for expenses.[24]

In recruiting, the officer was prohibited from using indirect methods to inveigle men into the service, such as enlisting a drunken man or to swear-in an applicant until twenty-four hours had elapsed from the time he had signed his enlistment.[26]

A height of five feet six inches was required, except for musics, and the successful applicants had to be between the ages of eighteen and forty years. To become a Marine a man had to be healthy, robust, physically sound, and of a build to support the fatigues and acquire the honors of a soldier. No negro, mulatto, or Indian could be enlisted. The conditions required for the enlistment of foreigners were so severe as practically to exclude them. A vagrant or transient person was enlisted at the risk of the recruiting officer who was liable for all expenses if such a man deserted.[26]

The uniform worn by these Marines was prescribed by Secretary of War James McHenry on August 24, 1797. The officers wore long blue coats, red lined, with long, red lapels, standing collars, slash sleeves with red cuffs, skirts, and pocket flaps; red vests and blue breeches. The coats were lavishly trimmed with buttons of yellow metal carrying a foul anchor and an American eagle. Nine buttons appeared on the lapels, one on the standing collar, and three on the slash sleeves.[27]

Lieutenants, commanding a guard wore a gold epaulet on the right shoulder, and the junior Marine officer, if there was one, wore his gold epaulet on the left shoulder. In full-dress the Marine officers wore cocked hats with black cockades, and small yellow-mounted swords. The order stated that swords for undress uniform would be prescribed at a later date.[27]

The enlisted Marines wore plain, short coats of blue edged and turned up with red, common small naval buttons, a red belt, red vest, and blue pantaloons edged with red. In summer they wore white linen overalls.[27]

These Marines formed the nucleus around which the Corps was formed when authorized by Congress in July, 1798.

The first appropriations made for the Marine by Congress were contained in legislation providing "for the pay and subsistence of the officers and crews" of the first frigates launched. The first was contained in an Act of Congress approved by President Adams on July 10, 1797, which

appropriated $200,000 for this purpose.[28]

At this point it might be well to state that from August 7, 1789, to April 29, 1798, naval affairs, including those of the Marines, were administered by the Department of War; from April 30, 1798 to July 11, 1798, directly by the Secretary of the Navy; and from then until now by the Secretary of the Navy through the Commandant of the Marine Corps.[29]

NOTES.
CHAPTER IX.

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1. "The germs of the Naval Establishment of the United States, are to be found in the ordinances of the Revolutionary Congress of 1775. It consists of the Navy, properly so called, and the Marine Corps. Under the Confederation, however, little was, or could be done towards perfecting a respectable naval establishment. * * * The first provision for the establishment of a Navy under the present Constitution, is to be found in the Act of the 27th of March, 1794. * * * From 1794 until 1801, therefore, may be considered as the first epoch of the American Navy, under the Federal Government." (Waldo, Life of Decatur, 368-372).

2. Allen, Our Naval War with France, Ch. IV; Statutes at Large; Outlook, LXXIII, 45-48; Winsor, Narr. & Crit. Hist. of Amer., VII, 357-365; Hollis, Frigate Constitution, 45-46; Allen, Our Navy and the Barbary Corsairs.

3. Statutes at Large; Perkins, Hist. Sketches, U.S., 17-20; Analectic Magazine and Naval Chron., February, 1816, VII, 113-125; Journals of Congress, XXV, 824, December 22, 1783; Frost, Book of Navy, 71-72; Nav. Inst. Proc., February, 1923, 250; M.C. Gazette, September, 1922, 274; Allen, Our Navy and the Barbary Corsairs, 43-58.

4.

5. See M.C. Gazette, September, 1919, 260; Idem, September, 1922, 273-274.

6. M.C. Gazette, September, 1922, 274.

7. This letter reads as follows: "Till such time as permanent regulation can be matured and adopted by the President respecting the Government of the Navy, you will be pleased to have the Marines and Seamen mustered monthly while in Port and regular Muster Rolls made out alphabetically and signed by the persons appointed to muster them, as well as by the Lieutenant of Marines for the Marines, and the acting Lieutenant and yourself for the Seamen. Colonel Mentges is to muster the Marines and an experienced Sea Captain the Seamen. You are requested to direct the first muster to be made as soon as possible, and mention to me a proper person to muster the seamen that orders may be taken accordingly. All requisitions for provisions while in port are to be founded on these musters, certified by the Lieutenant of Marines, the acting Lieutenant and your own

7. (Continued) signature. The Contractor is to furnish rations conformably to the 7th Section of the Act providing a Naval Armament, He will also when an equivalent in Beef or any other articles for the rations of any day is required grant the same. Regulations of this nature are to be signed by the Captain who is to certify that the equivalent is agreeable to the party"; See also Griffin, John Barry, 128, 147; Recruiters Bulletin, September, 1920, 13; Idem, October, 1920, 13; November, 1920, 12.

8. Statutes at Large; See also M.C. Gazette, September, 192 274.

9. Statutes at Large; See also M.C. Gazette, September, 1922, 274; The Act approved June 22, 1798 authorized the President of the United States to increase the strength of any revenue cutter for the purpose of defence and to employ on board them "not exceeding seventy Marines and seamen."

10. See Naval Institute Proceedings, XXXII, 1297, for excellent Article; Hollis, Frigate Constitution, 59; M.C. Gazette, September, 1922, 274.

11. A letter dated January 4, 1797 from Secretary of War to Captain John Barry commanding United States states in part: "You will be pleased to have the Marines and seamen mustered monthly." "Colonel Mentges is to muster the Marines." The muster roll was to be signed by the Lieutenant of Marines and also by the person mustering them. (Navy Let. Bk., Naval Affairs Under War Department; this letter is published in Marine Corps Recruiters Bulletin , September, 1920, 13).

12. Letter, Secretary of War to Truxton, August 5, 1797.

13. See Griffin, Commodore John Barry, I, 145.

14. On December 11, 1797, the War Department informed a Mr. "Wm. Simmons" by letter: "You have already had annexed on the 7th inst. to a pay Roll signed by Captain Barry, and Lieutenant McRea of the Marine the pay which has been fixed on for the Seamen and others therein named for your Government. No other information is deemed necessary to be furnished by me on that subject, and for that particular case. As soon as general regulations and unvariable pay shall be determined on relation to the petty officers, Midshipmen, Seamen, Ordinary Seamen and Marines you will be duly provided with the same as far as requisite to the discharge of your duties.

15. Naval Affairs under War Department in Navy Archives, I, 182-183.

16. Letters to Officers, Ships of War, I, Navy Department.

17. Navy Let. Bk., Naval Affairs, under War Department; M.C. Rec. Bulletin, October, 1920, 12; See also M.C. Gazette, September, 1919, 262.

18. Captain James McRae, Artillery, U.S. Army, served on Constellation until Marine Officer joined her. (See Navy Let. to Officers, Ships of War, I, 44; Naval Affairs Under War Department, I, 310-311); Volunteers called for to serve on Constellation. (Letters to Officers, Ships of War, I, 44).

19. Navy Letters to Officers, Ships of War, I, 157, in Navy Library.

20. Navy Let. to Officers of Ships, I, 29, 30, 54; See Letter, June 11, 1798, Secretary of War to Captain Edw. Miller asking for Volunteers to serve on Delaware as Marines. (Naval Affairs, Under War Department, I, 309).

21. Navy Nominations for Appointments of Officers, 1798-1820, Secretary of Navy to Malcom, July 6, 1798; See also Letter to Officers Ships of War, I, 20, 21).

22. Navy Let. to Officers Ships of War, I, 83.

23. Navy Let. to Officers of Ships of War, I.

24. M. C. Archives; Marine Corps Gazette, September, 1922, 275.

25. Marine Corps Gazette, September, 1922, 276; Navy Letters to Officers, Ships of War, I, 16-19.

26. See These requirements included in the letters notifying Marine Officers of their appointment, in U.S.M.C. Recruiter's Bulletin, September, 1920, 13.

27. See M.C. Gazette, September, 1919, 266; Idem, September, 1922, 277.

28. "For completing and equipping the frigates United States, Constitution, and Constellation, two hundred thousand dollars. For the pay and subsistence of the officers and crews of the said frigates, one hundred thousand dollars." (Act, July 10, 1797). The Act of March 27, 1798 appropriated $115,833.00 "to complete and equip for sea, with all convenient speed,"

28. (Continued)
the United States, Constitution, and Constellation. Also a further sum "not exceeding $216,679.00, for the pay and subsistence, for the term of one year, of the officers and crews, of said frigates." These words of course included Marines. This Act also provided sums for naval armament and "$200,000.00 to defray the salaries of persons having charge of the Navy Yards at Norfolk, New York, and Portsmouth; and for the rents of the same."

29. Marine Corps Gazette, September, 1922, 277.

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THE NEW MARINE CORPS - JULY 11, 1798.

Chapter X, Volume I,

History of the United States Marine Corps

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FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

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(McClellan, Hist., U.S.M.C., 1st ed.,I,Chap.10,p--)

CHAPTER X.

THE NEW MARINE CORPS - JULY 11, 1798.

The affairs of the first American Marines, that served the Country after the Revolution, were administered by the Department of War.[1] There was no Navy Department until April 30, 1798, and prior to that date the Department of War possessed jurisdiction over all matters that are now administered by both the Navy and War Departments.[2]

It was therefore from Secretary of War James McHenry[3] that Congress received the first recommendation that an organization of Marines be created. This suggestion was made in a letter dated April 9, 1798, addressed to Congressman Samuel Sewall. In recommending, among other increases, a regiment of infantry, Secretary McHenry wrote that "to render the regiment of infantry as useful as possible, it is proposed that the men should be enlisted in double capacity of Marines and Infantry. By an arrangement of this kind and having the men stationed at the principal seaports, they will be always ready to put on board such vessels as want them; and when not so wanted will serve to defend the coast, work upon the fortifications, or in dock yards, and guard the public property from thefts or embezzlement."[4]

This suggestion, however, was never acted upon,

Congress preferring instead the real Marine Corps that we have today.[5]

It was not a mere coincidence that the history of 1775 repeated itself in 1798. In 1775 Continental Congress authorized Marines as part of the crews of the vessels of war it directed to be acquired. Next, it became obvious that not only Marines but an organization of them was desirable and the resolution of November 10, 1775, was passed, authorizing a Corps of Marines - one regiment - to serve ashore and at sea when required.[6]

The identical thing happened between 1794 and 1798. Congress provided for vessels of war, with officers, seamen and Marines to man them. That, however, was not a solution of the problem for, not only Marines, but an organization of Marines was needed to satisfy the conditions. Therefore just as the Resolution of November 10, 1775, provided a Corps of Marines, so did the Act of July 11, 1798, give us the Marine Corps as it exists today.[7] In both instances the organizations were authorized during war - when the real value of Marines could be well appreciated.

But before tracing the history of how the Marine Corps came to be, let us view the genesis of the Navy Department. This is an intimate part of Marine Corps history because the creation of that Department gave the

prospective Marine Corps its setting in naval jurisdiction as it is understood today.

Upon the adoption of the Constitution in 1789, Congress in April of that year, established an Executive Department, known as the Department of War.[8] This was the Department of National Defense, because it administered all affairs relative to Army and Navy matters. The Secretary for the Department of War, among other things, conducted all affairs relative to "naval forces, ships" and all such other matter respecting "naval affairs, as the President of the United States shall assign to the said department."[8] Thus, the administration of those affairs, which at the present time are conducted by the Secretary of the Navy, were administered by the Secretary for the Department of War. He acted in the dual capacity of Secretary for the Army and Secretary for the Navy.[8] Since the Navy and the Army are the two principal arms by which war is conducted it was quite natural that they should be placed under a War Department; but when the Navy was taken out of the Department of War in 1798, the name of that department should have been changed to a name less inclusive - such as the Department of the Army, or some other appropriate title.[9]

This Department of War conducted all the national defense affairs from 1789 until the summer of 1798.

During this period several matters of importance with regard to the use of an Army and a Navy as instruments of national defense arose. There were: Shay's Rebellion, the Whisky Rebellion, Indian troubles, etc., at home; trouble with the Barbary Powers in the Mediterranean; possible trouble with Great Britain; and decided friction with France. Our two quasi-rebellions and other domestic troubles of this nature were easily quelled; a treaty with Morocco in 1787 removed causes of war; hostilities with the Algerines were obviated by the famous Bribe-Treaty of 1795; the Jay Treaty of 1796 smoothed out temporarily our British troubles; a "no tribute" treaty with Tripoli became effective in 1797; peace with Tunis was assured by the Treaty of 1797-99; but the friction with France eventually ended in a naval war with that country and caused the division of the War Department into two separate executive departments - one to administer affairs of the Army and the other those of the Navy.[10]

After vainly struggling with these various problems for nearly ten years, the serious difficulties with France brought Congress to contemplate the inadequacy of the Departmental machinery to administer properly national defense matters. Of course it was a more or less simple thing for the Department of War to conduct

both Navy and Army affairs when they were insignificant in importance and no war-clouds were on the horizon; but when war seemed imminent, a reorganization became imperative.[11]

Having successfully experimented with separate departments during the Revolution, Congress placed all national defense matters under one Department in 1789, as has been described. The real reason for this change was a desire for economy. War seemed far off - even beyond the possibility of ever happening again. The spirit of the times was that of liberty, equality and fraternity. The American and French Revolutions had been expressions of these ideals. The sentiment in Congress, reflecting that of the people, was to eliminate, or at least reduce to a minimum, everything military. Many believed it would be better to bribe pirates than to fight them - if it were cheaper to do so. Therefore, it would be neither economical nor necessary to have more than one department to handle national defense matters. But when hostilities with the French became a probability, a more practical spirit expressed itself in Congress.[11]

Now here is what happened and how it happened. On March 8, 1798, Mr. Sewall's Committee of the House reported to Congress that a better economy might be in-

troduced into the Department of War by establishing in that Department some officer who should be employed in the immediate superintendence of the naval concerns of the United States. This conclusion of the committee was followed by a recommendation that there be established in the Department of War, a Commissioner of Marine who should have charge of all naval matters intrusted to him according to law. If adopted, this recommendation would result in one super-executive department with at least two sub-divisions - Army and Navy - with a probability of more when conditions called for them.[12]

After mature and serious consideration of this suggested plan, Congress emphatically refused to adopt it, and on April 30, 1798, as we shall see, the present Navy Department was established.[13]

Considerable debate preceded the decision of Congress to create the Navy Department. On April 2, 1798, Senator Bingham moved that a committee be appointed "to take into consideration the propriety of instituting a separate executive department, for the purpose of superintending and regulating the various objects connected with the Naval Establishment." The motion was passed the following day and a committee composed of Senators Bingham, Tazewell and Goodhue appointe

This committee reported a proposed bill on April 11th. This bill designed to create a Navy Department was passed by the Senate on April 16, 1798, by a vote of 19 to 6[14] and the House so informed.[15]

The Bill was "twice read" in the House, on April 23d,[16] and then on the 25th came a flood of oratory, reasoning and argument, as to whether it should be read for the third time.

Arguments both for and against were made. Albert Gallatin stated that he did not think it necessary to establish a Navy Department, and that he did not suppose our Army and Navy were so large as to require two separate departments. Mr. J. Williams of New York stated that it appeared to him that the Secretary of War with the officers under him would be sufficient for the management of our naval concerns also, provided a Superintendent for naval affairs be appointed in the War Department. Mr. Sewall thought that there were obvious reasons for the establishment of the Navy Department and stated that the War Department had so much business on its hands, as not to be able to pay a sufficient attention to our naval establishment. He further said that while the Secretary of War might be well acquainted with military affairs, he might not be conversant with naval matters. Mr. Macon harkened back to the original suggestion of having a

Commissioner for the Navy within the War Department, when he expressed the thought that the administration of naval affairs might be accomplished without the establishment of a new department. Otis of Massachusetts came through with a sensible statement when he remarked that the services of the War and Navy Departments were perfectly distinct and that the duties of the former were becoming more arduous every day, and whatever the Gentleman might think about the subject they would become still more so. Mr. Otis concluded his remarks by saying that you might as well set up a merchant to do the business of a lawyer; a lawyer that of a physician; or a carpenter that of a bricklayer.

Mr. Harper said that if he was about to erect a distillery on his place, he would not employ his overseer to do it who, though he might well understand the business of his farm, knew nothing of building. Mr. Harper concluded that the new department was necessary.

The Bill passed to a third reading on a vote of Yeas 47, Nays 41.[17] On April 26th the Bill was read the third time and passed by the House - 42 to 27.[18]

President John Adams approved the Bill on April 30, 1798. After George Cabot refused, President John Adams appointed Benjamin Stoddert, of Maryland, as the first Secretary of the Navy.[19]

This act provided that "there shall be an executive department under the denomination of the Department of the Navy, the chief officer of which shall be called the Secretary of the Navy, whose duty it shall be to execute such orders as he shall receive from the President of the United States, relative to the procurement of naval stores and materials and the construction, armament, equipment and employment of vessels of war, as well as all other matters connected with the naval establishment of the United States." The Secretary of the Navy, by this Act, was authorized "to take possession of all the records, books, and documents, and all other matters and things appertaining to this department, which are now deposited in the Office of the Secretary at War." In order to remove any doubt as to the jurisdiction of both departments, Congress provided that so much of the Act that established the Department of War, shall be repealed from and after the period when the Secretary of the Navy shall enter on the duties of his office.[20]

In thus separating the Navy and Army, Congress, of course, should have prescribed that the department administering the affairs of the Army be denominated the "Department of the Army" or some other proper title, rather than to have left it with the ambiguous title of the "War Department."[21]

The refusal of George Cabot to accept the proffered appointment delayed the real functioning of the new Department until June 18, 1798.[22]

While Congress was deciding as to whether it would have a Navy Department or not, it was at work on other naval matters. On March 28, 1798, the Secretary of War wrote to Senator Bingham stating that "by the Act providing a naval armament, the pay of the sea Lieutenants is forty dollars per month and that of the Lieutenants of Marines thirty dollars per month." He also pointed out that "this inequality of pay between grades apparently equal," would occasion inconvenience and trouble "which it is to be wished could be prevented by an additional clause to the present bill allowing the Lieutenants of Marines the same pay as to the other Lieutenants on board the other Frigates."

On April 9, 1798, Secretary of War James McHenry submitted estimates for 22-gun and 20-gun ships that included a Lieutenant of Marines for each ship at $30.00 per month, and two rations a day. Each ship was to carry one sergeant at $9.00 per month, one corporal at $8.00 a month, two musicians at $7.00 per month and 21 privates at $6.00 per month. Estimates submitted for 16-gun ships at the same time showed that no commissioned Marine officer was slated for them, but included one sergeant,

one corporal, two musics and eleven privates for each ship, with the same rates of pay as on the above-mentioned ships. Each of the enlisted Marines received one ration per day.

New vessels of war were authorized in April, 1798 and the pay of the Marines for them set at the rates established by the Act of July 1, 1797. This Act also authorized the President to extend the enlistment of Marines beyond one year, if the vessel they were on was at sea, until ten days after such vessel should arrive in a convenient port of the United States.[23]

With the separation of the super-Department of War on April 30, 1798, into its two natural divisions - the War and Navy Departments - there came the real effort to gather the Marines into an organization. When Congress authorized the creation of the Navy Department, that Department did not expressly take over from the old War Department jurisdiction over the Marines. In view, however, of the fact that the affairs of the Marines had always been conducted by those in charge of naval affairs, and the Marines at the time were serving at sea, the question was never raised as to the legality of the newly organized Navy Department assuming jurisdiction over them.

The recommendation of Secretary of War McHenry on

April 9, 1798, was not adopted but influenced greatly in bringing a Marine Corps into existence a few months later. It was to Mr. Sewell that this recommendation was made and it was his committee that expressed an opinion to the House on May 22, 1798, that "important advantages would be obtained by an arrangement in one Corps, of the Marines who are, or shall be, engaged in the service of the United States, and by annexing them to the existing military establishment; particularly, as it would afford the means of order and economy, in which a number of minute detachments are liable to be very deficient; and as thereby the detachments, which will be occasionally on shore, will be kept in proper discipline, and may be rendered useful in the fortifications, or elsewhere, as the public services may require."[24]

Having expressed this opinion the Committee recommended the following resolution:

"Resolved, That, in addition to the present military establishment, there shall be raised a battalion, to be called the Marine Corps, to consist of a major, and suitable commissioned and non-commissioned officers, five hundred privates, and the necessary musicians, including the Marines now in service; and the Marines which shall be employed in the armed vessels and galleys of the United States shall be detachments from this Corps."[24]

This Resolution was discussed by the House on May 28th. Mr. Gallatin asked how many Marines would be wanted on board the naval vessels. He was informed that the Constitution and United States would each require 50 Marines; the Constellation 48; each of the two 22-gun vessels, 25; each of the two 20-gun vessels, 25; each of the eight 16-gun vessels, 20; and each of the ten galleys, 10; a total of 508, exclusive of officers, sergeants and musics. It was also stated that there would be no additional expense attending the change except the pay of a major, and that it would be more convenient to be thus organized than to remain otherwise.

Mr. Varnum wished to know whether the Marines could ever be together so as to enable the commanding officer of the battalion to discipline the Corps. He stated it to be his belief that the Marines would be separated in the different vessels, and that there would be no means of getting them together for the purpose. Besides, argued Mr. Varnum, those Marines who are already in the service have engaged to serve on board ship and not on land, so that the proposed law would have a retrospective effect on those men, to force them to serve both on land and sea.

Mr. Sewell answered the objections. He stated that he could not promise that the Marines could ever be

gathered together and disciplined, but that the Major would superintend the whole, hear complaints, and attend to the recruiting service; that the Major would also have to attend to the fortifications, and relieve the War Office of considerable work; that unless some senior officer be appointed, the Marines would sometimes be on shore solely under care of a lieutenant. Upon the whole, Mr. Sewell believed that much advantage and economy would be derived from passing the Bill. Mr. Gallatin stated that he hoped that when the Bill was prepared, the Corps of Marines would be made a permanent part of the Military Establishment, but subject to the same laws for equipping and keeping the naval vessels in employment. This provision was written into the law and was brought into effect in 1803 and 1804. A vote was taken and the report was agreed to.

The Bill came up for a second reading on May 31st. Mr. Macon made several objections. He said that as the Marines probably would be scattered from one end of the continent to the other, there was no necessity for a field officer. The Bill was agreed to and a third reading set for the following day, when it was passed.

Annals of Congress[25] for June 1st show that "a message from the House of Representatives informed the Senate that the House" had "passed the Bill entitled 'An Act for estab-

lishing and Organizing a Battalion of Infantry, to be called the Marine Corps,' and a bill entitled 'An Act to suspend the commercial intercourse between the United States and France, and the dependencies thereof,' in which they desire the concurrence of the Senate," The Bill was read on the 1st, and on the 4th for the second time. It was then referred to a committee composed of "Messrs. Tracy, North, and Lloyd, to report thereon to the Senate." This Committee reported the Bill with amendments on July 3rd, and it was ordered "that they lie for consideration." Two days later the Senate agreed to the amendments reported by the Committee and resolved "that this Bill pass to the third reading as amended." On Friday, July 6, 1798, the Bill was read for the third time and it was resolved "that this Bill pass with amendments." The House agreed with the Senate amendments on July 9th. The Bill became a law on the 11th, when it was approved by President John Adams as "An Act for the Establishing and Organizing a Marine Corps."[26]

Certain provisions of this law were significant. It was a "Corps of Marines," and not an organization made up of regiments, battalions, or companies. The pay and subsistence tables for officers were inserted in the law and did not depend on the Army or Navy rates.

The pay and subsistence rates for enlisted men depended on Navy legislation, not Army. A staff, consisting of an "Adjutant, Paymaster, Quartermaster, Sergeant-Major, Quartermaster-Sergeant, and Drum and Fife-Major," was authorized; the Marine Corps was placed under the direct orders of the President and the Marines thus became "Presidential Troops;"[27] they were to be a part of the Army or Navy "according to the nature of the service in which they shall be employed." A provision of this Law, that in 1803 and 1804 permitted the President to slashingly reduce the enlisted strength of the Corps without reference to Congress,[28] was that reading that Marines might be enlisted for three years subject to "be discharged by the President of the United States, or by the ceasing or repeal of the laws providing for the naval armament." Pensions were also provided for. The enlistment period was three years while that of the Navy remained at one year.[28]

The organizing of the Marines into a Corps occurred during war, as is shown by the fact that the President approved an Act of Congress that abrogated all treaties and the consular convention with France, four days before he approved the organic Act of the Marine Corps.

NOTES,

CHAPTER X.

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1. The History of the Marine Corps, 1783 to 1798, was published in the M.C. Gaz., September, 1922; See also Nav. Inst. Proc., XXXII, No. 3, September, 1906, 1005; Idem, XLIX, February, 1923.

2. Right here is where we find the beginning of Army jurisdiction over Marines ashore, which remained unsettled until the Act of June 30, 1834, finally settled jurisdictional matters.

3. Who was as much Secretary of naval affairs as he was Secretary of Army or military affairs.

4. American State Papers, Mil. Aff., I, 120.

5. This effort to use the infantry of the Army as Marines should not be confused with the recommendations of several years later to make the Marine Corps a part of the Army. In the Spring of 1798 the Department of War was as much a Navy Department as a War Department as we now have. There could have been a Marine Corps under the original Department of War as there was later under the Navy Department and that was really what the suggestion of Secretary McHenry led up to. However, a Marine Corps under the old War Department would have had the same status in its relation to naval affairs as it did under the later authorized Navy Department because the original War Department administered naval as well as Army matters. As a matter of fact if the super executive department of national defense had materialized under the Harding-Coolidge Administration, we would have had a Marine Corps under a Department corresponding to this original War Department, but administered directly by a sub-secretary appointed to conduct naval affairs under the super-department. While there are some who believe that a force from the Army can satisfactorily perform the duties of Marines, history contradicts such a view, showing conclusively that the military service of the Sea Soldiers calls for soldiers trained to the ways of the sea who are under naval jurisdiction - in other words, Marines as we know them today. British history and the history of our Revolution afford examples. (See Chapters II and III.) "In 1797 St. Vincent submitted a memorandum to

5. (Continued)
the Admiralty suggesting steps to be taken in view of a prolongation of the War. He admitted in this paper that artillery stood apart, but he added, 'I hope to see the day when there is not another foot soldier' (other than Marines)'in the Kingdom, in Ireland, in the Colonies!' His theory was that any work which infantry might be called upon to perform on shore would be as well carried out by Marines, and that Marines formed a reserve of personnel for the sea-service which infantry did not." (Caldwell, Mil. Operations and Maritime Preponderance, 159; Field, Britain's Sea Soldiers, I, II,); The present Royal Marine Artillery of Great Britain was organized on the suggestion of Lord Nelson, because of the difficulty of getting the naval and military officers to work well together. The difficulty was that the artillery claimed they were not subject to the jurisdiction of the commanding officer of the ship. (Field, Britain's Sea Soldiers, I, 262; Clarke & MacArthur, II, 364-373, published in Nicolas, Despatches and Letters of Nelson, VI, 22-24, 33-35, 83; Southey, Life of Nelson, 277).

6. See Chapter III.

7. See Chapter III.

8. Act of August 7, 1789; M.C. Gaz., September, 1922, 273.

9. Nav. Inst. Proc., February, 1923, 250.

10. Nav. Inst. Proc., February, 1923, 250; M.C. Gaz., September, 1922, 277.

11. Nav. Inst. Proc., February, 1923, 251.

12. Nav. Inst. Proc., February, 1923, 251.

13. Nav. Inst. Proc., February, 1923, 251.

14. Annals of Congress, 5th Congress, VIII, 534-542.

15. Annals of Congress, 5th Congress, VIII, 1426.

16. Annals of Congress, 5th Congress, VIII, 1522.

17. Annals of Congress, 5th Congress, VIII, 1546-1551.

18. Annals of Congress, 5th Congress, VIII, 1554.

19. Hildreth, Hist. U.S., V, 222-223; U.S.M.C. Rec. Bull., November, 1920, 12; Spears, Hist. Our Navy, I, 310-311; Outlook, III, February 7, 1903, 325; Allen, Our Naval War With France, 54; Maclay, Hist., Navy, I, 161; See also Clowes, The Royal Navy, VI, 7.

20. See Statutes at Large.

21. See Nav. Inst. Proc., February, 1923, 251-252; A.&.N. Reg., September 7, 1907, 13; A.&.N. Reg., October 5, 1907.

22. See Navy Let. Bk., Officers, Ships of War, I, 4; Lodge, Life, George Cabot, 144, 155-160.

23. Act of April 27, 1798.

24. Marine Mag., July, 1919, 39.

25. Annals of Congress, 5th Congress, VIII, 570-602.

26. Act of July 11, 1798.

Section I. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in addition to the present military establishment, there shall be raised and organized a Corps of Marines, which shall consist of one major, four captains, sixteen first lieutenants, twelve second lieutenants, forty-eight sergeants, forty-eight corporals, thirty-two drums and fifes, and seven hundred and twenty privates, including the Marines who have been enlisted, or are authorized to be raised for the naval armament; and the said Corps may be formed into as many companys or detachments, as the President of the United States shall direct, with a proper distribution of the commissioned and noncommissioned officers and musicians to each company or detachment.

Section 2. And be it further enacted, That the pay and subsistence of the said officers, privates and musicians, shall be as follows, to wit: To a major, fifty dollars per month, and four rations per day; to a captain, forty dollars per month, and three rations per day; to a first lieutenant, thirty dollars per month, and three rations per day; to a second lieutenant, twenty-five dollars per month, and two rations per day; and to the noncommissioned

26. (Continued)
officers, privates and musicians, conformably to the act, entitled "An Act providing a naval armament," as shall be fixed by the President of the United States: And the President of the United States shall be, and is hereby authorized to continue the enlistment of Marines, until the said Corps shall be complete; and of himself, to appoint the commissioned officers, whenever, in the recess of the Senate, an appointment shall be necessary. And the enlistments, which shall be made by virtue hereof, may be for the term of three years, subject to be discharged by the President of the United States, or by the ceasing or repeal of the laws providing for the naval armament. And if the Marine Corps, or any part of it, shall be ordered by the President to do duty on shore, and it shall become necessary to appoint an Adjutant, Paymaster, Quartermaster, Sergeant-Major, Quartermaster Sergeant, and Drum and Fife-Major, or any of them, the Major or Commandant of the Corps, is hereby authorized to appoint such staff officer or officers, from the line of subalterns, sergeants and musics, respectively, who shall be entitled, during the time they shall do such duty, to the same extra pay and emoluments, which are allowed by law, to officers acting in the same capacities in the infantry.

Section 3. And be it further enacted, That the detachments of the Corps of Marines hereby authorized, shall be made in lieu of the respective quotas of Marines, which have been established or authorized for the frigates, and other armed vessels and gallies, which shall be employed in the service of the United States: And the President of the United States may detach and appoint such of the officers of this Marine Corps, to act on board the frigates, and any of the armed vessels of the United States, respectively, as he shall, from time to time, judge necessary; any thing in the act "providing a naval armament" to the contrary hereof notwithstanding.

Section 4. And be it further enacted, That the officers, noncommissioned officers, privates and musicians aforesaid, shall take the same oath, and shall be governed by the same rules and articles of war, as are prescribed for the military establishment of the United States, and by the rules for the regulations of the Navy, heretofore, or which shall

26. (Continued)
be established by law, according to the nature of the service in which they shall be employed, and shall be entitled to the same allowance, in case of wounds or disabilities, according to their respective ranks as are granted by the act "to ascertain and fix the military establishment of the United States."

Section 5. And be it further enacted, That the noncommissioned officers, musicians, seamen and Marines, who are or shall be enlisted into the service of the United States; and the noncommissioned officers and musicians, who are or shall be enlisted into the army of the United States, shall be, and they are hereby exempted, during their term of service, from all personal arrests for any debt or contract.

Section 6. And be it further enacted, That the Marine Corps, established by this act, shall, at any time, be liable to do duty in the forts and garrisons of the United States, on the seacoast, or any other duty on shore, as the President, at his discretion, shall direct.

The above Act of Congress was published in full in Claypoole's Amer. Daily Advertiser of Phila., July 16, 1798, p. 2; Claypoole's Amer. Daily Advertiser of Phila., July 13, 1798, 3, states President Adams had approved the bill establishing the Marine Corps; M.C. Gaz., September, 1919, 267; U.S.M.C., Rec. Bull., November, 1920, 12; a letter dated July 31, 1798 of Secretary of Navy to Tench Francis stated that "the number of men authorized by the Mare Act" was:"40 Sergeants, 48 Corporals, 32 Drummers and Fifers and 720 Privates." (Navy Let. Bk, Treasury, 30).

27. See Radario of Admiral Hugh Rodman, published in The Leatherneck, January 10, 1925; Leatherneck, April 11, 1925; D.A.R. Mag., March, 1925, 158.

28. M.C. Gaz., September, 1922, 282; This Act provided that enlisted men of the Army, Navy and Marine Corps shall be "exempted, during their term of service, from all personal arrests for any debt or contract." In this connection it should be remembered that American citizens were imprisoned for debt in this period. (See Act of January 6, 1800, "for the relief of persons imprisoned for debt.").

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THE NEW MARINE CORPS - JULY 11, 1798

Material and Sources
of
Chapter X, Volume I,

History of the United States Marine Corps

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FORENOTE

This compilation is not the final manuscript of this Chapter but represents only material and sources upon which it will be based. Since the information expressed in this History required original research, which has not been completed, it was decided to publish it first in mimeographed form. Considerable additional information will have been collected by the time it is desirable to write the final manuscript for printing. It is purposely made voluminous in order to make public, details of early Marine Corps History that obviously will not be included in a printed work because of lack of space. The plan provides for five large volumes divided into appropriate chapters.

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond a practical scope and size. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

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(McClellan, Hist., U.S.M.C., 1st ed., 1st rev., I, Ch. X, p—)

CHAPTER X

THE NEW MARINE CORPS - JULY 11, 1798.

The affairs of the first American Marines, that served the Country after the Revolution, were administered by the Department of War.[1] There was no Navy Department until April 30, 1798, and prior to that date the Department of War possessed and exercised jurisdiction over all matters that are now administered by both the Navy and War Departments.[2] Thus General Henry Knox,[3] whom President George Washington appointed Secretary for the Department of War in 1789, was the first Secretary of the Navy.

It was from Secretary of War James McHenry[3] that Congress received the first recommendation that an organization of Marines be created. This suggestion was made in a letter dated April 9, 1798, addressed to the Honorable Samuel Sewall, Chairman of the House Committee for the Protection of Commerce and the Defence of the Country. In recommending "an augmentation of the present military establishment," Secretary McHenry wrote that "this ought to consist of one regiment of infantry, one regiment of artillery and one regiment of cavalry."[4] Other recommendations for national defense were also made.[4]

"To render the regiment of infantry as useful as possible, it is proposed that the men should be enlisted in double capacity of Marines and Infantry. By an arrangement of this kind and having the men stationed at the principal

seaports, they will be always ready to put on board such vessels as want them; and when not so wanted will serve to defend the coast, work upon the fortifications, or in dock yards, and guard the public property from thefts or embezzlement."[4]

This suggestion, however, was not acted upon, Congress preferring instead the real Marine Corps that we have today.[5]

It was not a mere coincidence that the history of 1775 repeated itself in 1798. In 1775 Continental Congress authorized Marines as part of the crews of the vessels of war. Next, it became obvious that not only Marines, but an organization of them, was desirable and the Congress passed the resolution of November 10, 1775 authorizing a Corps of Marines, - one regiment - to serve ashore and at sea when required.[6]

The identical thing happened between 1794 and 1798. Congress provided for vessels of war, with officers, seamen and Marines to man them. That, however, was not a solution of the problem for, not only Marines, but an organization of Marines was needed to satisfy the conditions. Therefore just as the Resolution of November 10, 1775, provided a Corps of Marines, so did the Act of July 11, 1798, create the Marine Corps as it exists today.[7] In both instances the organizations were authorized during war - when the

real value of Marines could be well appreciated.

Before tracing the history of how the Marine Corps came to be, a consideration of how the Navy Department was authorized will be of value. This is an intimate part of Marine Corps history because the creation of that Department gave the prospective Marine Corps a setting in naval jurisdiction as it is understood today.

Upon the adoption of the Constitution in 1789, Congress by the Act of August 7 of that year, established an Executive Department, known as the Department of War.[8] This was the Department of National Defense, because it administered all affairs relative to Army and Navy matters. Under the above law the Secretary for the Department of War, conducted all affairs relative to "naval forces, ships" and "such other matter respecting military or naval affairs, as the President of the United States shall assign to the said Department."[8] Thus, the administration of those affairs, which at the present time are conducted by the Secretary of the Navy, were administered by the Secretary for the Department of War. He acted in the dual capacity of Secretary for the Army and Secretary for the Navy.[8] In fact he was as much the Secretary of the Navy as the Secretary of War. Since the Navy and the Army are the two principal arms by which war is con-

ducted it was quite natural that they should be placed under a War Department, but when the Navy and its affairs were thus taken out of the Department of War in 1798, the name of the latter department should have been changed to a name less inclusive - such as the Department of the Army, or some other appropriate name, rather than to have left it with the ambiguous title of the Department of War.[9]

This Department of War conducted all the national defense affairs from 1789 until the summer of 1798. During this period several matters of importance with regard to the use of an Army and a Navy as instruments of national defense arose. There were: Shay's Rebellion, the Whisky Rebellion, Indian troubles, etc., at home; trouble with the Barbary Powers in the Mediterranean; possible trouble with Great Britain; and decided friction with France. Our two quasi-rebellions and other domestic troubles of this nature were easily quelled; a treaty with Morocco in 1787 removed causes of war; hostilities with the Algerines were obviated by the famous Bribe-Treaty of 1795; the Jay Treaty of 1796 smoothed out temporarily our British troubles; a "no tribute" treaty with Tripoli became effective in 1797; peace with Tunis was assured by the Treaty of 1797-99; but the friction with France eventually ended in a naval war with that country and

caused the division of the War Department into two separate executive departments - one to administer affairs of the Army and the other those of the Navy.[10]

After vainly struggling with these various problems for nearly ten years, the serious difficulties with France brought Congress to contemplate the inadequacy of the Departmental machinery to administer properly national defense matters. Of course it was a more or less simple thing for the Department of War to conduct both Navy and Army affairs when they were insignificant in importance and no war-clouds were on the horizon; but when war seemed imminent, a reorganization became imperative.[11]

Having successfully experimented with separate departments during the Revolution, Congress placed all national defense matters under one Department in 1789, as has been described. The real reason for this change was a desire for economy. War seemed far off - even beyond the possibility of ever happening again. The spirit of the times was that of liberty, equality and fraternity. The American and French Revolutions had been expressions of these ideals. The sentiment in Congress, reflecting that of the people, was to eliminate, or at least reduce to a minimum, everything military. Many believed it would be better to bribe pirates than to fight them - if it were cheaper to do so.

Therefore, it would be neither economical nor necessary to have more than one department to handle national defense matters. But when hostilities with the French became a probability, a more practical spirit expressed itself in Congress.[11]

Now here is what happened and how it happened. On March 8, 1798, Mr. Sewall's committee of the House reported to Congress that a better economy might be introduced into the Department of War by establishing in that Department some officer who should be employed in the immediate superintendence of the naval concerns of the United States. This conclusion of the committee was followed by a recommendation that there be established in the Department of War, a Commissioner of Marine who should have charge of all naval matters intrusted to him according to law. If adopted, this recommendation would result in one super-executive department with at least two sub-divisions - Army and Navy - with a probability of more when conditions called for them.[12]

After mature and serious consideration of this suggested plan, Congress emphatically refused to adopt it, and on April 30, 1798, as we shall see, the present Navy Department was established.[13]

Considerable debate preceded the decision of Congress to create the Navy Department. On April 2, 1798, Senator Bingham moved that a committee be appointed "to take into

consideration the propriety of instituting a separate executive department, for the purpose of superintending and regulating the various objects connected with the Naval Establishment of the United States." The motion, after amendment, was adopted the following day and a committee composed of Senators Bingham, Tazewell and Goodhue appointed. This committee on April 11th reported a proposed bill which was read and ordered to a second reading. On April 13th this bill was read the second time and, after sundry amendments, was ordered to a third reading. This bill designed to create a "Department of the Navy" was read the third time and passed by the Senate on April 16, 1798, by a vote of 19 to 6,[14] after an amendment to limit the force of the law to four years was defeated by a vote of 10 yeas to 15 nays.[14] The House was so informed.[15]

The Bill was "twice read" in the House, on April 23d[16] and then on the 25th came a flood of oratory, reasoning and argument, as to whether it should be read for the third time.[17]

Arguments both for and against were made. Albert Gallatin stated that he did not think it necessary to establish a Navy Department, that he did not suppose our Army and Navy were so large as to require two separate departments, and that a new department would not produce economy. Mr. J. Williams, of New York, stated that it appeared to him that the Secretary of War with the officers under him would be sufficient for the management of our naval concerns also,

provided a Superintendent for naval affairs be appointed in the War Department; but that if we were engaged in hostilities, and our naval power, of course, increased, a Navy Department might be necessary; Mr. Sewall thought that there were obvious reasons for the establishment of the Navy Department and stated that the War Department had so much business on its hands, as not to be able to pay a sufficient attention to our naval establishment. He further said that while a Secretary of War might be well acquainted with military affairs, he might not be conversant with naval matters. Mr. Smith was in favor of the new department; Mr. Macon harkened back to the original suggestion of having a commissioner for the Navy within the War Department, when he expressed the thought that the administration of naval affairs might be accomplished without the establishment of a new department. Mr. Otis, of Massachusetts, came through with a sensible statement when he remarked that the services of the War and Navy Departments were perfectly distinct, that the duties of the former were becoming more arduous every day, and whatever the Gentleman might think about the subject they must become still more so. Mr. Otis concluded his remarks by saying that you might as well set up a merchant to do the business of a lawyer; a lawyer that of a physician;

a carpenter that of a bricklayer; or a bricklayer that of a carpenter. Mr. Harper favored the creation of the Navy Department and said that if he was about to erect a distillery on his place, he would not employ his overseer to do it who, though he might well understand the business of his farm, knew nothing of building, and if this would be a bad policy in an individual, it would be equally so in a nation. Mr. Harper concluded that the new department was necessary. The Bill passed to a third reading on a vote of Yeas 47, Nays 41.[17] On April 26th the Bill was read the third time and passed by the House - 42 to 27.[18]

President John Adams approved the Bill on April 30, 1798. After George Cabot refused the office, President John Adams appointed Benjamin Stoddert of Maryland, as the first Secretary of the Navy,[19] and he entered on his duties, on June 18, 1798.[20]

This act provided "that there shall be an executive department under the denomination of the Department of the Navy, the chief officer of which shall be called the Secretary of the Navy, whose duty it shall be to execute such orders as he shall receive from the President of the United States, relative to the procurement of naval stores and

materials and the construction, armament, equipment and employment of vessels of war, as well as all other matters connected with the naval establishment of the United States." The Secretary of the Navy, by this Act, was authorized "to take possession of all the records, books and documents and all other matters and things appertaining to this department, which are now deposited in the Office of the Secretary at War." In order to remove any doubt as to the jurisdiction of both departments, Congress provided that so much of the Act that established the Department of War, shall be repealed from and after the period when the Secretary of the Navy shall enter on the duties of his office.[21]

While Congress was deciding as to whether it would have a Navy Department or not, it was at work on other naval matters. On March 28, 1798, the Secretary of War wrote to Senator Bingham stating that "by the Act providing a naval armament, the pay of the sea Lieutenants is forty dollars per month and that of the Lieutenants of Marines thirty dollars per month." He also pointed out that "this inequality of pay between grades apparently equal," would occasion inconvenience and trouble "which it is to be wished could be prevented by an additional clause to the present bill allowing the Lieutenants of Marines the same pay as to the other Lieutenants on board the other Frigates."[22]

On April 9, 1798, Secretary of War James McHenry submitted estimates for 22-gun and 20-gun ships that included a Lieutenant of Marines for each ship at $30.00 per month, and two rations a day. Each ship was to carry one sergeant at $9.00 per month, one corporal at $8.00 a month, two musicians at $7.00 per month and 21 privates at $6.00 per month. Estimates submitted for 16-gun ships at the same time showed that no commissioned Marine officer was slated for them, but included one sergeant, one corporal, two musics and eleven privates for each ship, with the same rates of pay as on the above-mentioned ships. Each of the enlisted Marines received one ration per day.[23]

New vessels of war were authorized in April, 1798, and the pay of the Marines for them set at the rates established by the Act of July 1, 1797. This Act also authorized the President to extend the enlistment of Marines beyond one year, if the vessel they were on was at sea, until ten days after such vessel should arrive in a convenient port of the United States.[24]

With the separation of the super-Department of War on April 30, 1798, into its two natural divisions - the War and Navy Departments - there came the real effort to gather the Marines into an organization. The law of April 30, 1798 creating the Department of the Navy did not mention Marines

and that Department did not expressly take jurisdiction over the Marines from the old War Department. In view, however, of the fact that the affairs of the Marines had always been conducted by those in charge of naval affairs, and the Marines at the time were serving at sea, the question was never raised as to the legality of the newly organized Navy Department assuming jurisdiction over them.[25]

The recommendation[4] of Secretary of War McHenry on April 9, 1798, was not adopted but influenced greatly in bringing a Marine Corps into existence a few months later. It was to Mr. Sewall that this recommendation was made and it was his committee that expressed an opinion to the House on May 22, 1798, that "important advantages would be obtained by an arrangement in one Corps, of the Marines who are, or shall be, engaged in the service of the United States, and by annexing them to the existing military establishment; particularly, as it would afford the means of order and economy, in which a number of minute detachments are liable to be very deficient; and as thereby the detachment, which will be occasionally on shore, will be kept in proper discipline, and may be rendered useful in the fortifications, or elsewhere, as the public services may require."[26]

Having expressed this opinion the Committee recommended the following resolution:

"Resolved, That, in addition to the present military establishment, there shall be raised a battalion, to be called the Marine Corps, to consist of a major, and suitable commissioned and non-commissioned officers, five hundred privates, and the necessary musicians, including the Marines now in service; and the Marines which shall be employed in the armed vessels and galleys of the United States shall be detachments from this Corps."[26]

This Resolution was discussed by the House on May 28th. Mr. Gallatin asked how many Marines would be wanted on board the naval vessels. He was informed that the Constitution and United States would each require 50 Marines; the Constellation 48; each of the two 22-gun vessels, 25; each of the two 20-gun vessels, 25; each of the eight 16-gun vessels, 20; and each of the ten galleys, 10; a total of 508, exclusive of officers, sergeants and musics. It was also stated that there would be no additional expense attending the change expect the pay of a major, and that it would be more convenient to be thus organized than to remain otherwise.

Mr. Varnum wished to know whether the Marines could ever be together so as to enable the commanding officer of the battalion to discipline the Corps. He stated it to be

his belief that the Marines would be separated in the different vessels, and that there would be no means of getting them together for the purpose. Besides, argued Mr. Varnum, those Marines who are already in the service have engaged to serve on board ship and not on land, so that the proposed law would have a retrospective effect on those men, to force them to serve both on land and sea.[27]

Mr. Sewall answered the objections. He stated that he could not promise that the Marines could ever be gathered together and disciplined, but that the Major would superintend the whole, hear complaints, and attend to the recruiting service; that the Major would also have to attend to the fortifications, and relieve the War Office of a considerable work; that unless some senior officer be appointed, the Marines would sometimes be on shore solely under care of a lieutenant. Upon the whole, Mr. Sewall believed that much advantage and economy would be derived from passing the Bill. Mr. Gallatin stated that he hoped than when the Bill was prepared, the Corps of Marines would be made a permanent part of the Military Establishment, but subject to the same laws for equipping and keeping the naval vessels in employment. This provision was written into the law and was brought into effect in 1803 and 1804. A vote was taken and the report was agreed to.[27]

The Bill came up for a second reading on May 31st. Mr. Macon made several objections. He said that as the Marines

probably would be scattered from one end of the continent to the other, there was no necessity for a field officer. The Bill was agreed to and a third reading set for the following day, when it was passed.[28]

Annals of Congress[29] for June 1st show that "a message from the House of Representatives informed the Senate that the House" had "passed the Bill entitled 'An Act for establishing and Organizing a Battalion of Infantry, to be called the Marine Corps,' and a bill entitled 'An Act to suspend the commercial intercourse between the United States and France, and the dependencies thereof,' in which they desire the concurrence of the Senate." The Bill was read on the 1st, and on the 4th for the second time. It was then referred to a committee composed of "Messrs. Tracy, North, and Lloyd, to report thereon to the Senate." This committee reported the Bill with amendments on July 3rd, and it was ordered "that they lie for consideration." Two days later the Senate agreed to the amendments reported by the Committee and resolved "that this Bill pass to the third reading as amended." On Friday, July 6, 1798, the Bill was read for the third time and amended and it was resolved "that this Bill pass with amendments."[29] The House resolved that it "doth agree" with the Senate amendments on July 9th.[30] The Bill became a law on the 11th, when it was approved by President John Adams as "An Act for the Establishing and Organizing a Marine Corps."[31]

Certain provisions of this law were significant. It was a "Corps of Marines," and not an organization made up of regiments, battalions, or companies. The pay and subsistence tables for officers were inserted in the law and did not depend on the Army or Navy rates. The pay and subsistence rates for enlisted men depended on Navy legislation, not Army. A staff, consisting of an "Adjutant, Paymaster, Quartermaster, Sergeant-Major, Quartermaster-Sergeant, and Drum and Fife-Major," was authorized; the Marine Corps was placed under the direct orders of the President and the Marines thus became "Presidential Troops;"[32] they were to be a part of the Army or Navy "according to the nature of the service in which they shall be employed." A provision of this Law, that in 1803 and 1804 permitted the President to slashingly reduce the enlisted strength of the Corps without reference to Congress,[33] was that reading that Marines might be enlisted for three years subject to "be discharged by the President of the United States, or by the ceasing or repeal of the laws providing for the naval armament." Pensions were also provided for. The enlistment period was three years while that of the Navy remained at one year.[33]

The organizing of the Marines into a Corps occurred during war, as is shown by the fact that the President approved an Act of Congress that abrogated all treaties and the consular convention with France, four days before he approved the organic Act of the Marine Corps.[34]

NOTES

CHAPTER X

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1. The History of the Marine Corps, 1783 to 1798, was published in the M.C.Gaz., Sept., 1922; see also Nav.Inst. Proc., XXXII, No. 3, Sept., 1906, 1005; Id XLIX, Feb., 1923.

2. Right here is where we find the beginning of Army jurisdiction over Marines ashore, which remained unsettled until the Act of June 30, 1834 was approved.

3. Who was as much Secretary of naval affairs as he was Secretary of Army or military affairs.

4. Am. St. Pap., Mil. Aff., I, 120; In this recommendation we find another source of military jurisdiction over the Marines.

5. This effort to use the Infantry of the Army as Marines should not be confused with the recommendations of several years later to make the Marine Corps a part of the Army. In the Spring of 1798 the Department of War was as much a Navy Department as the Navy Department we now have. There could have been a Marine Corps under the original Department of War as there was later under the Navy Department and that was really what the suggestion of Secretary McHenry led up to. However, a Marine Corps, under the old undivided Department of War, would have had the same status in its relation to naval affairs as it did under the later authorized Navy Department because the original Department of War administered Naval as well as Army matters. As a matter of fact if the super executive department of national defense had materialized under the Harding-Coolidge-Hoover Administrations (See Note 12), we would have had a Marine Corps under a Department corresponding to this original Department of War, but administered directly by a subsecretary appointed to conduct naval affairs under the super-department. While there are some who believe that a force from the Army can satisfactorily perform the duties of Marines, history contradicts such a view, showing conclusively that the military service of the Sea Soldiers calls for soldiers trained to the ways of the sea who are under naval jurisdiction - in other words, Marines as we know them today. British history, the history of our Revolution (See Chapters II and III), and later history afford examples. "In 1797 St. Vincent

5. Continued.
submitted a memorandum to the Admiralty suggesting steps to be taken in view of a prolongation of the War. He admitted in this paper that artillery stood apart, but he added, 'I hope to see the day when there is not another foot soldier' (other than Marines) 'in the Kingdom, in Ireland, in the Colonies!' His theory was that any work which infantry might be called upon to perform on shore would be as well carried out by Marines, and that Marines formed a reserve of personnel for the sea-service which infantry did not." (Caldwell, Mil. Operations and Maritime Preponderance, 159; Field, Britain's Sea Soldiers, I, II); The present Royal Marine Artillery of Great Britain was organized on the suggestion of Lord Nelson, because of the difficulty of getting the naval and military officers to work well together. The difficulty was that the artillery claimed they were not subject to the jurisdiction of the commanding officer of the ship. (Field, Britain's Sea Soldiers, I, 262; Clarke & MacArthur, II, 364-373, published in Nicolas, Despatches and Letters of Nelson, VI, 22-24, 33-35, 83; Southey, Life of Nelson, 277); Artillery was merged with Infantry into Royal Marines in 1923 (See Ch. I, Vol. I, 78-79)

6. See Chapter III.

7. See Chapter III.

8. Act of Aug. 7, 1789; M.C. Gaz., Sept., 1922, 273.

9. See Nav. Inst. Proc., Feb., 1923, 250-252; M.C. Gaz., Sept., 1922, 277; A and N Reg. Sept. 7, Oct. 5, 1907 and June 18, 1932.

10. Nav. Inst. Proc., Feb., 1923, 250; M.C. Gaz., Sept., 1922 277.

11. Nav. Inst. Proc., Feb., 1923, 251.

12. Amer. State Papers, Naval Affairs, I, 33; Amer. State Papers, Mil. Aff., I, 119; Nav. Inst. Proc., Feb. 1923, 251; Mr. Sewall's Committee, on March 8, 1798, recommended that there be established in the Department of War, A Commissioner of Marine who should have charge of all naval matters intrusted to him according to law. "If adopted, this recommendation would result in one super-executive department with at least two sub-divisions - Army and Navy - with a probability of more when conditions called for them. * * * And so, through trial and corrected error, Congress finally concluded that the best plan was to have separate executive departments to administer the affairs of the Army and the Navy. It had

12. Continued.
tried and abandoned the method of having all matters relating to war or national defense - whether on land or sea - conducted by one department. It had considered and rejected the suggestion that naval affairs be conducted by a Commissioner of Marine acting under the Secretary of War. The question now is - will history repeat itself? (Major E. N. McClellan, U.S.M.C., Nav. Inst. Proc., Feb., 1923, 249-252); "Under the Constitution of 1789 Congress provided for a War Department which was to administer both the Army and the Navy. Soon after the first ships of the permanent Navy were put into commission, it became apparent that one department could not handle the affairs of both services. It was suggested that one super-department be formed with an assistant to take care of each branch, but this plan was discarded and the Navy Department was established by law on April 30, 1798. The Marines went without question to the new department. Just previously the then Secretary of War, James McHenry, had proposed that a regiment of infantry be created with men enlisted for it in the "double capacity of Marines and Infantry" for duty in forts and on board ship. This recommendation was not followed by Congress." (Article by Asst. Sec. of the Navy Ernest Lee Jahncke, in The Trident, Dec., 1931, p. 5; M.C. Gaz., Feb. 1932, p. 5); "In the organization of this Government under the Constitution, Congress on August 7, 1789, established the Department of War, whose Secretary was charged with duties relative to land and naval forces, ships, and warlike stores of the United States, or such other matters respecting military or naval affairs as the President should assign to him. Here we have the department of national defense in its entirety. In 1798 naval operations against France assumed such importance that Congress provided for the Secretary of the Navy and A Navy Department, specifically severing it from all connection with the War Department, which separation has been maintained ever since. If the department of national defense were to be successful at all, it should surely have been so at the very beginning when there was no weight of tradition, habit, and experience against it to be overcome. Economy and efficiency were certainly no less sought after in those early troubled years that they are to-day. And yet this unified department must have failed with respect to one or both of these essentials, since it was superseded by the present system under the first actual test. There is little in this experience of 1798 to prove its virtues in 1932." (Sec. of Navy C. F. Adams to Chairman of Committee, Jan. 16, 1932 in Hearings before the Committee on Expenditures in the Executive Departments House

12. Continued.
of Representatives, 72 Cong., 1st Sess.); Several times the same Cabinet Officer served temporarily as Secretary of War and Secretary of the Navy. This to a small degree merged the two departments. On November 4, 1818 J. C. Calhoun signed a letter to Captain James Biddle as "Acting Secretary of the Navy," (Private Letters, Navy Arch.) and also other letters. Secretary of Navy George "Bancroft found himself by the President's order of May 31, 1845, Acting Secretary of War during a temporary absence of Secretary Marcy." It was the "forward movement" of General Zachary Taylor ordered by Acting Secretary of War Bancroft serving as temporary head of the War Department on June 15, 1845 which precipitated the Mexican War. (Howe, George Bancroft, I, 288). Secretary of War C. M. Conrad being temporarily absent, Secretary of the Navy William A. Graham acted also as Secretary of War. (Nat. Intell. of Wash., Oct. 14, 1850); During the temporary absence of the Secretary of War from Washington the Secretary of the Navy will discharge his duties. (Nat. Intell Aug. 22, 1853); During administration of President Warren G. Harding the suggestion of amalgamating the Departments of Navy and War and the formation of a single Department of National Defense was seriously considered. A report of a Commission or Committee became the basis for legislation proposed to completely reorganize the executive departments and offices. This was called the "Brown Plan" named after Mr. Walter F. Brown, who it was said represented the President. The subject was still under consideration when President Harding died. On May 8, 1923 Rear Admiral W. L. Rodgers, signing as Senior Member Present, of the Navy General Board signed a letter to the Secretary of the Navy reading in part as follows: "The General Board received on May 6 a proposed plan for the reorganization of all executive departments with orders to comment thereon. The plan was accompanied by a diagramatic sketch, but no argument nor statement of reasons for changes. * * * It is a recognized fact that as the size of a body grows the efficiency decreases. The well-deserved reputation of the Marine Corps for high efficiency is no doubt largely owing to the fact that it is the smallest combatant administrative unit in the country, thus enabling its leaders closely to supervise its activities even in minor affairs. The proposed scheme of consolidation of Army and Navy would result in an organization so complex and ponderous that neither efficiency nor economy would be promoted thereby. * * *" (Dep. of Def. and Unif. Air Service Hearings, Com. Mil. Aff., H. of R., 69th Cong., 1st Sess., Jan., 19 to March 9, 1926, p. 1034). "It has

12. Continued.
become known that the Army and Navy Joint Board has reached the conclusion that it would be inadvisable to attempt, through legislation, the contemplated consolidation of the War and the Navy Department." (A and N Reg., Oct. 13, 1923); "Consolidation is not the panacea its advocates would have us believe." (Sec. of War Weeks, Hearings, House Mil. Aff., 69th Cong., 1st Sess., p. 1019); "The forces of the administration are gathering to put through the next session of Congress legislation reorganizing the Federal Departments and independent offices along lines which have been urged for several years and which, it is said, would result in economy and expedition of work." "Walter F. Brown, Chairman of the Committee, and direct representative of the President, has laid details of his reorganization plan before President Coolidge." (Wash. Times, Oct. 16, 1923); Senator Smoot after a brief conference with President Coolidge "seemed hoeful that" the proposed legislation "on reorganization of the government departments" would "get quick action, and if the Brown Plan, approved last year by President Harding and his cabinet and which is now being considered by President Coolidge does not meet with approval in its entirety, it will at least form the basis of the bill which will eventually be introduced." (Wash. Star, Oct. 16, 1923); "Reorganization of the executive departments, which has been under discussion ever since President Taft appointed his commission on economy and efficiency in 1911, has now reached the stage for congressional action and should be disposed of by the incoming session of Congress." (Wash. Star, Oct. 28, 1923); "President Coolidge is convinced of the urgent need for reorganization of the federal departments if more efficiency and economy are to be established in the operation of the machinery of the government, and he will appeal to the next Congress to provide the necessary legislation to bring this about." * * * "Neither does the President approve abolishing the Marine Corps by making it a part of the Army, as is proposed in the Brown plan. Those with whom the President has discussed reorganization say he has not yet been convinced of the necessity for an assistant President - an executive secretary with certain authority that would permit him to lift considerable of the burden of routine work from the shoulders of his Chief." (Wash. newspaper); "The administration plan for reorganization of the Government departments and independent offices will go to the forthcoming Congress in the form of a bill, it was made known today by a spokesman for the President, following the meeting of the Cabinet." At today's meeting of the departmental chiefs, with their

12. Continued.
head, preliminary discussions of the reorganization scheme were finished, and Walter F. Brown, chairman of the joint committee intrusted with the reorganization plan, will appear before a Cabinet gathering next week, in all probability, in order that the final form may be decided upon (Wash. Times, Oct. 30, 1923); "There is every indication that there will be no merger of the War and Navy Departments into a Department of National Defense when the joint Congressional Committee brings in its report on the reorganization of the government departments, upon which it is now conducting hearings." (Wash. Star, Jan. 27, 1924); "It is gratifying to observe that sanity and sagacity have attended the final deliberations of senators and representatives concerned with the project of reorganizing the executive branches and reforming the executive functions of this Government, with the result that there has been an abandonment of the proposal, originating with the so-called Brown Commission to amalgamate the War and Navy Departments into a huge Department of Defense, with a minister or some such personage at its head and with sub-secretaries or under-secretaries operating in the place of the present cabinet officers now serving as Secretaries of War and Navy respectively." (A and N Reg., June 7, 1924); "The propensity for consolidation of executive branches and executive functions has become a veritable plague. * * * contemplated the merging of the War and Navy departments. * * * The advent of President Coolidge served to kill that rediculous plan. * * *" (A and N Reg., June 21, 1924); "The Select Committee of Inquiry into operations of the United States Air Services, House of Representatives" on December 14, 1925 recommended "That there be established a single Department of National Defense headed by a civilian secretary, specially charged with the coordination of the defenses of the country." President Coolidge's Aircraft Board, the nine membered Morrow Board of 1925 unanimously submitted in its report: "We do not recommend a Department of National Defense, either as comprising the Army and the Navy or as comprising three coordinate departments of Army, Navy and Air. The disadvantages outweight the advantages." (Published in Nav. Inst. Proc., Jan. 1926, p. 204); Representative Williamson told yesterday why he thought Congress should favor a little governmental merging. If the War and Navy Departments were consolidated into a Department of Defense, the South Dakota Republican said, "very substantial economies could be effected." * * *

12. Continued.
Under the bill Mr. Williamson said he would introduce, the Secretary of Defense would be a Cabinet member, while there would be undersecretaries for war, navy and aviation. When the measure is referred to the House expenditures committee, of which the South Dakotan was chairman last session, he said the affected Cabinet members, ranking Army and Navy officers experts and chairmen of the House naval and military committees will be asked to testify. (Wash. Post, Nov. 3, 1931); Strong support in the House is assured for President Hoover's proposals to save money by grouping governmental agencies whose efforts overlap. Chairman Cochran of the Expenditures Committee, which will handle the consolidation legislation, is in accord with most of the Chief Executives recommendations. (Wash. Star, Dec. 30, 1931); Among those who yesterday supported President Hoover's proposal to save money by grouping governmental bureaus was Senator Reed Smoot, vice chairman of the joint commission that investigated the matter in 1924. (Wash. Post, Dec. 31, 1931); On January 5, 1932 Representative Byrns (Dem.) of Tennessee introduced H.R. bill 7012 to create a Department of National Defense reading in part as follows:

Sec. 2. (a) There is hereby established at the seat of government an executive department to be known as the department of national defense, at the head of which shall be a secretary of national defense, who shall be appointed by the President, by and with the advice and consent of the Senate, and who shall receive the same compensation as other heads of executive departments.

(b) There shall be in the department of national defense three assistant secretaries, to be appointed by the President, by and with the advice and consent of the Senate, who shall perform such duties as may be required by law or prescribed by the secretary of national defense. The assistant secretaries shall receive compensation at the rate of $10,000 per annum. The assistant secretaries shall be known, respectively, as the assistant secretary for the Army, the assistant secretary for the Navy, and the assistant secretary for aviation.

Sec. 3. (a) The Department of War and the Department of the Navy and all that pertains thereto are transferred to the department of national defense, and the Department of War and the Department of the Navy shall cease to exist as separate executive departments.

(b) The offices of Secretary of War, Secretary of the Navy, Assistant Secretaries of War, and Assistant Secre-

12. Continued.
taries of the Navy are abolished, and the functions, powers, and duties vested in and imposed upon such officers are hereby vested in and imposed upon the secretary of national defense.

Sec. 4. The secretary of national defense is authorized, for the purpose of perfecting the organization and coordinating the activities of the department of national defense (1) to consolidate, eliminate, or redistribute the functions of offices, bureaus, agencies, branches, and organizations, to create new ones and fix the powers, duties, and functions of their executive heads, (2) to take such other action, not inconsistent with the provisions of this act, as he may deem necessary, and (3) to recommend to Congress from time to time such legislation as he deems necessary to perfect such organization and coordination. (House of Representatives, Hearings, 72d Cong., 1st Sess. p. 1-2); A statement of Mr. Byrns will be found in United States Daily, January 6, 1932; Prospects of legislation to merge the War and Navy Departments into one department of national defense increased yesterday with an indorsement of the proposal by Speaker of the House Garner. (Wash. Post, Jan. 10, 1932); Determined to eliminate overlaping activities to reduce the cost of government, it was learned that the President, nevertheless, has cooled toward proposals to consolidate the Army and Navy into a single department. In one authoritative quarter the Chief Executive's attitude was outlined as follows: He objects, first, to the elimination of a member from his Cabinet which would be necessitated by a general Army-Navy consolidation. He feels that two under-secretaries, one for the Army and one for the Navy, would be necessary in any single department of national defense and that it would be more difficult to attract first-class advisers to such posts than to individual seats at his Cabinet table. He believes that the Army and Navy are, of necessity, separate entities and that comparatively little departmental machinery could be eliminated by a consolidation. (Wash. Post, Jan. 11, 1932); Consolidation of the Army and Navy was proposed to the House Expenditures Committee today with the prediction that it would save $100,000,000 a year. (Phila. Bulletin, Jan. 21, 1932); The hearings before the House Committee on Expenditures in the Executive Department on Congressman Byrns' H.R. 7012 bill to create a Department of National Defense started January

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21, 1932 with Mr. Joseph W. Byrns as the first witness and Mr. Byrns said: "I regard this bill - and it does not matter which one you report - I regard the bill consolidating our national defense into one great department as one of the most important, because a substantial saving can be effected by that consolidation." Mr. (General) Martin asked him - "Of course you realize Mr. Byrns, that a board was called to meet here in 1925 to go into this matter?" and he replied, "yes the Morrow Board." General Martin testified on January 23 and Secretary of War Patrick J. Hurley on January 28. Mr. Hurley stated: "In my opinion, a department of national defense that would include the Army and the Navy is not advisable. Such a department would neither add to the efficiency of the two branches of the service nor provide for economy of operation." * * * "Of course, I am fully cognizant of what might be done along that line, but, first, to reply to the chairman, the unification of objectives of the Army and Navy at this time is under the direction of the Commander in Chief. There is, therefore, already a unified command of the Army and Navy. To dispense with the two Cabinet officers and place one Cabinet officer in charge of both services, with assistant secretaries to have charge of the separate services, would be merely extenuating or lengthening the line of command from the Commander in Chief through a series of officers. The secretary, or director of national defense, if the departments were combined, would necessarily have to have a staff. I do not care how familiar a civilian might be with the operations of both, it would be impossible for him to sit alone as a secretary and direct the two organizations without a superstaff. Then the two assistants would also have to have approximately the same directing force in the form of a naval board or a general staff that the two secretaries have now. The result would be that in order to obtain a unification of command under the director of national defense, you would be placing a more top-heavy organization than you have now under the direction of the Commander in Chief, the President. What you do, in my opinion, in the legislation proposed, is to place a director of national defense in approximately the position which the President holds now in reference to both services. Secretary of the Navy Charles F. Adams appeared on January 30 and said: "This, then, from my point of view, is a proposal to throw overboard all past experience and enter on a great venture in a new form of organization. That is an accurate statement, I believe; because there is no country in the world that I know of

12. Continued.
of any size, so that the problem would be commensurate with our problem, which has adopted any such form of organization." Admiral William V. Pratt testified:

Claims are made that this consolidated department will be more economical and more efficient than the present organization. No proof of these claims is given. It must therefore be assumed that they are based on conjecture and expectancy.

The history of our own and other countries indicates the fallacy, if not the danger, of thus proceeding without precedent or proof and without knowledge of where we are going.

There is nothing in history that will justify the claim of this bill for increased efficiency. The proposed consolidation offends against a fundamental military principle, the principle of unity of command, the primary essential for military efficiency. The experts of the world, both civilian and military, are in general agreement on this principle.

The proposed organization introduces another element in the chain of command from the President down. This additional cog in the machinery will not increase efficiency but on the contrary decrease it. This definite statement is made because it is fortified by precedent, by all successful military practice and by the history of successful military campaigns.

Mr. Adams offered a letter of the Navy General Board dated January 28, 1932 that concluded: "In view of the foregoing, the General Board is of the opinion that such a superorganization as a department of national defense will be cumbersome and must inevitably be uneconomical and inefficient, and strongly recommends against the passage of any one of the three bills now before Congress." A note on page 80 of the hearings reads: "Four bills have been introduced in the present Congress relating to this general subject: Byrns bill, Williamson bill, King bill, and Curry bill. There appears to be a fundamental error in their conception of consolidation. They propose a consolidation of two departments into one. Actually they are converting two departments, War and Navy, into three, War, Navy, and Air. You may see from the attached chart that the present organization falls under three main heads while the proposed organization will fall under five main heads. The proposed organization superimposes a Secretary of National Defense over

12. Continued.
three Secretaries of War, Navy, and Air. An additional cog is introduced into already existing machinery and a coequal cog is introduced into the machinery next to the top." Major General Benjamin D. Foulois testified on Feb. 4, in part as follows: "I have not been so enthusiastic about any organization under a secretary of national defense. I have had more in mind the full utilization of our existing facilities and still have them operate in more effective joint cooperation between the Army and the Navy elements. I have heard it often mentioned in connection with these hearings that you might need a superstaff to operate this kind of a department. So far as I can see right now, we have that superstaff in the elements that are now operating, such as the joint boards that are working between the Army and the Navy. The only trouble that I have experienced in connection with the operation of the joint boards is that they are normally equally divided and they have no real authority. I have visualized a certain organization that would operate more or less under a council of national defense or a commission of national defense. This would not greatly disturb the existing organization. It could consist of the Secretary of War as chairman, the Secretary of the Navy, and the secretary of air, if you wished to call him that. The commission or council would thus consist of a group of three, and one can usually get a majority vote out of three quicker than he can out of four. Supplementing this commission or council, there could be the commander of the Army, the commander of the air, the commander of the Navy sitting as a war council of three with their own individual coordinated activities under each of them. In my opinion the greatest difficulty we have had in the past in connection with full coordination on major air defense problems has been the lack of an organization that could sit down, as you do, and vote on a difficult project, and reach a final solution." He stated that he did not approve of the bill "in its present form." Rear-Admiral Moffett appeared on Feb. 6 and stated, in part:

In my opinion the establishment of a department of national defense is fundamentally unsound. No matter how general its functions may be defined in the bill under consideration, the proposed department of national defense, if it is to function at all, would have to set up a superstaff; establish further liaison staffs; provide a board of specialists to go into every detail of the

12. Continued.
Army, the Navy, and the Air Force in order for the secretary of national defense to be in a position to make intelligent recommendations to the President and to direct intelligently the three forces under his vast command. Admiral Pratt testified again on Feb. 6, stating in part: "No great foreign country, all of which have a war history which antedates ours, has adopted a system similar to the one recommended by this bill, that is the creation of a department of national defense. * * * Finally, with war clouds springing up all over the horizon, this is not the time to discard the good old-fashioned system which we now have and which was brought into being on account of the necessities arising shortly after the new republic was formed; then we discarded the system which is now recommended, in favor of one which has taken us successfully through 1812, the Mexican War, the Civil War, the Spanish War, and the late World War. This is not the time for experiments, which might prove dangerous." Representative J. J. McSwain testified on Feb. 13, 1932 and Representative William Williamson on Feb. 18. A letter of Secretary of War Hurley, January 5, 1932, placed in evidence read partly as follows:

Under our present organization we have in the truest sense of the word a department of national defense, headed by the President as constitutional Commander in Chief. He is the active head of the two great combatant services which, under the supervision of civilian assistants, have been organized primarily to operate as self-contained units on land and sea, respectively. Furthermore, the President, as head of the whole executive branch of the Government, is in position to require the necessary contributions from other executive departments to support the armed forces in war and to meet the needs of the civilian population. The War and Navy Departments exist as coordinate branches of the Government because of a realization early in the history of the Republic that the widely separated fields of action of these two national combatant services, the totally dissimilar conditions under which they functioned, and the fact that in the normal case they could not operate against the same tactical objectives, made it desirable and necessary to maintain separate supply and administrative establishments, and to develop a special staff organization for each. The development in the conduct of operations in war has in no way altered the purposes which required the original separation of the two great natural divisions of the national combatant services, the land and naval forces. His letter of January 14, 1932 carried the same words. A letter of Sec. of Navy Adams, 16 January 1932 published

12. Continued.
in hearings, read in part:

This question was investigated in 1925 by the Morrow Board, with a thoroughness and impartiality which is beyond question. Exhaustive testimony was taken, and to quote from the report of the board, "We designedly gave the greater portion of the time to hearing those men who had actual flying experience." Notwithstanding that our military and naval air forces were then far below their present size and effectiveness relative to other arms, and despite the fact that certain events had at that time created considerable public criticism of the Army and Navy, the board recommended definitely against either a department of national defense or any form of independent air force. To quote the report again, "We do not recommend a department of national defense either as comprising the Army and Navy or as comprising three coordinate departments of the Army, Navy, and air. The disadvantages outweight the advantages." And again it states, "Our answer [to the proposition for a separate department for air] is no." If the opinion of the Morrow Board was given considerable weight in 1925, it should be doubly respected now, since the efforts of the Army and Navy in the intervening years have been directed along the lines recommended by that board, and have given results of which we are justly proud. No events or developments since then have furnished any additional evidence in favor of a department of national defense, but rather the contrary; and as for the independent air force under such a new department, if it were inadvisable in 1925, when aviation was still more or less experimental with the Army and Navy, it is many times more inadvisable now when aviation has grown to a point where those two services can not possibly do without it. * * *

In conclusion, this department believes that the proposed department of national defense is certain to cause extra expense rather than economy; that it will seriously decrease the effectiveness of the Navy and hence the Nation's ability to resist attack by sea; that increase in the size and effectiveness of the air forces is not dependent on any change in the existing organization; and that even the benefits to aviation personnel by such changes would be limited to a few of the present seniors therein. On these grounds the Navy Department recommends against the enactment of the bill H. R. 4742. (Published Hearings H. R. 4742 and H. R. 7012, 72d Cong., 1st Sess.): Consolidation of the Army and Navy was proposed to the House Expenditures Committee today with the prediction it would save $100,000,000 a year. Chairman Byrns of the Appropriations Committee gave the estimate during a hearing on his bill to create a Department of National Defense.

12. Continued.

The measure would provide that the new Secretary of National Defense have three assistants - one for the Army, one for the Navy and one for aviation. Byrns said he did not blame Army and Navy officers for "not wanting us to pass this bill." "But they shouldn't be allowed to run the Government," he added. (Wash. Star, Jan. 21, 1932); Representative Martin (Democrat), Oregon, expressed unqualified opposition to pending bills for the merging of the War and Navy Departments into a Department of National Defense. (Wash. Post, Jan. 24, 1932); Secretary of War Hurley said today consolidation of the War and Navy Departments would neither "add to the efficiency of either nor be favorable for economy of operation." "In my opinion, the consolidation of the Army and Navy Departments, in a Department of National Defense, is inadvisable." (Wash. Star, and Wash. Post, Jan. 28, 1932); Secretary Hurley told the House Committee on Expenditures today that consolidation of the War and Navy Departments into a department of national defense would add to the cost of government and result in inefficiency. (N.Y. Times, Jan. 29, 1932); Secretary Pat Hurley conferred with Speaker Garner at the Capitol on January 30, 1932. He discussed "the bill sponsored by" Rep. Byrns. "Shortly before the Secretary of War went into his heated discussion in the Speakers office, Secretary Adams of the Navy Department told the Committee on Expenditures" that "the proposed consolidation would neither increase efficiency nor effect savings." (Wash. Star, Jan. 31, 1932) Admiral William V. Pratt, chief of naval operations, joined Adams in opposing creation of a department of national defense, which would have a secretary in the President's Cabinet and undersecretaries in charge of the Army, Navy and Air forces. They contended less, rather than greater, efficiency would result in having the departments under one head. Overlapping and duplication of effort between the Army and Navy represents a "trifling amount," according to Adams. (Wash. Herald, Jan. 31, 1932); It might be a bit difficult at that, for patriots to join lustily in, "Oh, the Department of National Defense Forever; Hurrah for the Red, White and Blue! " (Wash. Star, Feb. 3, 1932); House Democratic leaders have sent word down the line that they expect support for the legislation to merge the War and Navy Departments. The Expenditures Committee is about to complete hearings, and reports are that the party leaders have lined up enough committee pledges to assure an early favorable report to the House. (Wash. Star, Feb. 12, 1932); President Hoover sent a special message to Congress on February 17, 1932 reading in part:

"Because of its direct relation to the cost of govern-

12. Continued.
ment, I desire again to bring to the attention of the Congress the necessity of more effective organization of the executive branch of the Government, the importance of which I have referred to in previous messages. This subject has been considered many times by the Executive and by the Congress, but without substantial results. Various projects are now before the Congress.

"The need for reorganization is obvious. There has been with the years a gradual growth of the Government by the accretion in its departments and by independent executive establishments, boards and commissions as problems requiring solution confront the President and the Congress. Today the Government embraces from 150 to 200 separate units, dependent on the method of notation used Governmental units when once set up have a tendency to grow independently of other units. This leads to overlapping and waste. Moreover, there is a marked tendency to find new occupations when the initial duties are completed. The overlap and the number of agencies can be reduced."

Declaring that an effective reorganization of the executive branch of the Federal Government is absolutely essential in the interest of efficiency and greater governmental economy, President Hoover, in a special message transmitted to Congress today, asked for the necessary authority and at the same time urged Congress to give this subject early consideration. (Wash. Star, Feb. 17, 1932); "Pass this bill and every potential enemy of the United States will rejoice," was the comment advanced by Gen. Douglas MacArthur, Chief of Staff, in referring to the proposed measure to consolidate the Army and Navy Departments into a single bureau of the Government. (Wash. Post, Feb. 21, 1932); Consolidation of the Army and Navy into a department of national defense - a pet project of the Democratic leaders in the House - has struck a snag. Last week it was reported that Speaker Garner had ordered the committee on expenditures to report the bill favorably on Saturday. Instead, the committee met in executive session and appointed a subcommittee to look into the question further.

Democratic leaders of the House are especially anxious to rush this measure through the legislative process as a cynical answer to President Hoover's plea for coordination of Government agencies and functions. The President asked for economy and efficiency in the executive departments. They plan to offer him a monstrosity that could only weaken the national defense. Desperate efforts have been made to whip into line Democrats who are opposed to this measure. But apparently the Democratic organization is not functioning as

12. Continued.
smoothly as it did a few weeks ago. (Wash. Post, Feb. 26, 1932); Admiral Moffett said: "In my opinion the establishment of a Department of National Defense is fundamentally unsound." (Wash. Post, Feb. 28, 1932); On April 15, 1932 the Administration's omnibus retrenchment bill, estimated to save from $160,000,000 to $200,000,000 in 1933, was submitted to the House Economy Committee, which today approved a measure to consolidate the War and Navy Departments. * * * The consolidation of the War and Navy Departments was approved by the Economy Committee 4 to 3. McDuffie said he would seek to put it with the Omnibus bill, calling for legislative changes. (A.P. Despatch of April 15, 1932); The administration's economy bill included Title III, Reorganization Provisions, Sec. 301 calling for: "To group, co-ordinate and consolidate executive and administrative agencies of the Government, as nearly as may be, according to major purpose," etc. (Wash. Star, April 17, 1932); The House Economy Committee on April 25, 1932, reported the Omnibus Economy Bill to the House which provided a Department of National Defense with a Secretary of National Defense and three assistant Secretaries, one each for Army, Navy and Aviation. (Wash. Star, April 25, 1932) The Economy Committee of the House has not favored the public with an explanation of just how it expects to save $25,000,000 through consolidation of the War and Navy Departments. (Wash. Post, April 26, 1932); On April 30, 1932 the House in Committee of the whole voted 153 to 135 to strike from the Omnibus Bill the proposal for consolidation of the Army and Navy Departments. (Wash. Star, April 30, 1932; Congressional Record); While the merging of the War and Navy Departments was abandoned the Act of June 30, 1932, Title IV declared it "to be the policy of Congress -

(a) To group, coordinate, and consolidate executive and administrative agencies of the Government, as nearly as may be, according to major purpose;

(b) To reduce the number of such agencies by consolidating those having similar functions under a single head;

(c) To eliminate overlapping and duplication of effort; and

(d) To segregate regulatory agencies and functions from those of an administrative and executive character."

"And to merge such activities, except those of a purely military nature, of the War and Navy Departments as, in his judgment, may be common to both and where the consolidation thereof in either one of the departments will effect economies in Federal expenditures."

13. Nav. Inst. Proc., Feb., 1923, 251; Naval War with France, Gardner.

14. Annals of Congress, 5th Cong., VIII, 534-542.

15. Annals of Cong., 5th Cong., VIII, 1426.

16. Annals of Cong., 5th Cong., VIII, 1522.

17. Annals of Cong., 5th Cong., VIII, 1546-1551.

18. Annals of Cong., 5th Cong., VIII, 1554.

19. Hildreth, Hist. U.S., V, 222-223; U.S.M.C. Rec. Bull., November, 1920, 12; Spears, Hist. of Our Navy, I, 310-311; Outlook, III, February 7, 1903, 325; Pickering, XXII, 154,177; Navy Arch.; Allen, Our Naval War with France, 54; See also Clowes, The Royal Navy, VI, 7.

20. Gen. Letters, Vol. I, 2, Navy Arch.; A and N Reg. June 18, 1932; See also Off. Ships of War, I, 4, Navy Arch.; Lodge, Life of George Cabot, 144, 155-160. For a history of Birthday of Navy Department see A and N Reg. June 18, 1932, the first paragraph of which reads as follows: The Navy Department, as a separate unit, came into existence exactly 134 years ago today, when Benjamin Stoddert, of Maryland, who was appointed by President John Adams, executed the oath of office and entered on his duties as Secretary of the Navy. In view of the proposal to create a department of national defense, consolidating the War and Navy Departments under a single secretary, with assistant secretaries for war, navy, and air divisions of such department, it is interesting to quote from "The History of the United States Marine Corps," by Maj. Edwin N. McClellan, U. S. M. C., which contains, in chapter 10 of Vol. 1, interesting information relative to the subject of a Department of National Defense. The chapter contains historical facts on this subject, as follows:

21. See Statutes at Large.

22. Naval Affairs Under War Department, pp. 291-292; See Act of July 1, 1797.

23. Amer. Stat. Papers, Naval Affairs, I, 36.

24. Act of April 27, 1798.

25. Act of April 30, 1798; See also Note 21.

26. Annals of Cong., 5th Cong., 2d Sess. VIII, 1784; Amer. St. Pap., Nav. Aff., I; Marines Mag., July, 1919, 39.

27. Annals of Cong., 5th Cong.; VIII.

28. Annals of Cong., 5th Cong., VIII, 1855.

29. Annals of Cong., 5th Cong., VIII, 570-602.

30. Annals of Cong., 5th Cong., VIII, 2132.

31. Act of July 11, 1798.

Section 1. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in addition to the present military establishment, there shall be raised and organized a Corps of Marines, which shall consist of one major, four captains, sixteen first lieutenants, twelve second lieutenants, forty-eight sergeants, forty-eight corporals, thirty-two drums and fifes, and seven hundred and twenty privates, including the Marines who have been enlisted, or are authorized to be raised for the naval armament; and the said Corps may be formed into as many companys or detachments, as the President of the United States shall direct, with a proper distribution of the commissioned and noncommissioned officers and musicians to each company or detachment.

Section 2. And be it further enacted, That the pay and subsistence of the said officers, privates and musicians, shall be as follows, to wit: To a major, fifty dollars per month, and four rations per day; to a captain, forty dollars per month, and three rations per day; to a first lieutenant, thirty dollars per month, and three rations per day; to a second lieutenant, twenty-five dollars per month, and two rations per day; and to the noncommissioned officers, privates and musicians, conformably to the act, entitled "An Act providing a naval armament," as shall be fixed by the President of the United States; And the President of the United States shall be, and is hereby authorized to continue the enlistment of Marines, until the said Corps shall be complete; and of himself, to appoint the commissioned officers, whenever, in the recess of the Senate, an appointment shall be necessary. And the enlistments, which shall be made by virtue hereof, may be for the term of three years, subject to be discharged by the President of the United States, or by the ceasing or repeal of the laws providing for the naval armament. And if the Marine Corps, or any part of it, shall be ordered by the President to do duty on shore, and it shall become necessary

31. Continued.
to appoint an Adjutant, Paymaster, Quartermaster, Sergeant-Major, Quartermaster Sergeant, and Drum and Fife-Major, or any of them, the Major or Commandant of the Corps, is hereby authorized to appoint such staff officer or officers, from the line of subalterns, sergeants and music, respectively, who shall be entitled, during the time they shall do such duty, to the same extra pay and emoluments, which are allowed by law, to officers acting in the same capacities in the infantry.

Section 3. And be it further enacted, That the detachments of the Corps of Marines hereby authorized, shall be made in lieu of the respective quotas of Marines, which have been established or authorized for the frigates, and other armed vessels and gallies, which shall be employed in the service of the United States: And the President of the United States may detach and appoint such of the officers of this Marine Corps, to act on board the frigates, and any of the armed vessels of the United States, respectively, as he shall, from time to time, judge necessary; any thing in the act "providing a naval armament" to the contrary hereof notwithstanding.

Section 4. And be it further enacted, That the officers, noncommissioned officers, privates and musicians aforesaid, shall take the same oath, and shall be governed by the same rules and articles of war, as are prescribed for the military establishment of the United States, and by the rules for the regulations of the Navy, heretofore, or which shall be established by law, according to the nature of the service in which they shall be employed, and shall be entitled to the same allowance, in case of wounds or disabilities, according to their respective ranks as are granted by the act "to ascertain and fix the military establishment of the United States."

Section 5. And be it further enacted, That the noncommissioned officers, musicians, seamen and Marines, who are or shall be enlisted into the service of the United States; and the noncommissioned officers and musicians, who are or shall be enlisted into the army of the United States, shall be, and they are hereby exempted, during their term of service, from all personal arrests for any debt or contract.

Section 6. And be it further enacted, That the Marine Corps, established by this act, shall at any time, be liable to do duty in the forts and garrisons of the United States, on the seacoast, or any other duty on shore, as the President, at his discretion, shall direct.

31. Continued.
The above Act of Congress was published in full in Claypoole's Amer. Daily Advertiser of Phila., July 16, 1798, p. 2; Claypoole's Amer. Daily Advertiser of Phila., July 13, 1798, 3, states President Adams had approved the bill establishing the Marine Corps; M.C. Gaz., September, 1919, 267; U.S.M.C., Rec. Bull., November, 1920, 12; a letter dated July 31, 1798 of Secretary of Navy to Tench Francis stated that "the number of men authorized by the Marine Act" was: "40 Sergeants, 48 Corporals, 32 Drummers and Fifers and 720 Privates." (Navy Let. Bk., Treasury, 30); See also Records of the Columbia Hist. Soc., Wash. D.C., XX, 156.; Act of July 11, 1798 published in M.C. Gaz. March, 1930, 60-62; See also MC Gaz, Nov.,1930,95

32. See Radario of Admiral Hugh Rodman, published in The Leatherneck, January 10, 1925; Leatherneck, April 11, 1925; D.A.R. Mag., March, 1925, 158.

33. M.C. Gaz., September, 1922, 282; This Act provided that enlisted men of the Army, Navy and Marine Corps shall be "exempted, during their term of service, from all personal arrests for any debt or contract." In this connection it should be remembered that American citizens were imprisoned for debt in this period. (See Act of January 6, 1800, "for the relief of persons imprisoned for debt.").

34. President John Adams approved an Act of Congress on July 7th, that abrogated all treaties and conventions with France. While this Act of Congress avoided an express declaration of War, none was necessary, for war had already begun. The Act of July 9th authorized the President to instruct Naval Commanders to capture armed French vessels. The next day, President Adams, through Secretary of the Navy Stoddert, sent out instructions to subdue, seize and take any armed French vessels and to recapture American vessels in French possession. Then on July 11th, the New Marine Corps came into being. See also Chapter XII, Vol. I., this History.

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THE FOUNDATIONS OF THE NEW CORPS

Chapter XI, Volume I,

History of the United States Marine Corps

By

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Historical Section.

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FORENOTE

If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond the scope and size planned. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

The following form of citation is suggested if it is desired to cite, either in published works, or manuscript, any information contained herein:-

(McClellan, Hist.,U.S.M.C.,1st ed., I, Chap.11, p--)

CHAPTER XI

THE FOUNDATIONS OF THE NEW CORPS.

William Ward Burrows was the first Commandant of the new Marine Corps. Born in South Carolina; adopted by Philadelphia; an Oldest Inhabitant of Washington where he died; he now sleeps in Arlington among the Nation's sons.[1]

"A gentleman of accomplished mind and polished manner,"[2] wrote Washington Irving, of the First Commandant. But he was more than that. He was a loyal American and a leader who instilled into the hearts and minds of the new Marines the traditions and esprit de corps of the old Revolutionary Corps. He was broadminded and far-seeing, an organizer, and an efficient officer. He was not only a leader in his own Corps but a very energetic and pleasing factor in the civic, business, and social life of Philadelphia when it was the capital city and of Washington from 1800 until his death.[3] "His virtue as a man, procured him many warm, sincere and affectionate friends," wrote the Poulson's American Daily Advertiser, while "his services in nursing the infant corps over which he presided, so useful to our naval enterprises, ought to be particularly commended by a grateful country."[4]

He was associated in business matters and in a social way with Robert Morris, who did so much for his country in finances and in the administration of naval affairs during the Revolution. The Pinckneys were his cordial friends.

He frequently was seen in the company of Alexander Hamilton. Though a Federalist, and on intimate terms with John Adams, nevertheless his political faith did not prevent him from being an ardent admirer and friend of Thomas Jefferson, the Republican, or as the Marine officers in their correspondence called him, The Democrat.[5]

John Adams has been called the "Father of the Marine Corps." He believed in them. He urged use of them during the Revolution. On board the frigate Boston in action with the Martha, en route to France he actually fought as a Marine. And so it was John Adams, the New Englander, who selected a Southern-born gentleman to be the first leader of the new Marine Corps. On July 12, 1798 in Philadelphia, William Ward Burrows received his commission, of the same date, as Major Commandant.[6]

What a task that commission spelled to Burrows. A war raging; vessels going into commission every day and they all required Marine Guards; officers to the number of thirty-two and 848 enlisted men had to be raised immediately. There were three or four officers already commissioned and possibly a hundred or so Marines enlisted for one year serving on the frigates; but that number could hardly be called a bare nucleus. Fortunately for our Country and the Corps, Major Burrows was equal to his responsibilities, for no part of his duty was more successfully performed than that of filling the commissioned grades with officers and gentlemen and the enlisted ranks with loyal, efficient Sea Soldiers.

The indefatigable exertions and intelligent methods of the first Commandant brought honors and glory to the Marines in the first war under the Constitution, and laid the splendid foundation for the new Corps.

The first Headquarters of the Corps was under canvas,[7] a short distance from the heart of the City of Philadelphia, which at that time was the capital of the United States. At first it consisted of Major Burrows, a clerk or two, and the few Marines awaiting orders to active duty. The Commandant felt that officers could not be spared from regular line duties for service on his staff. He thus set an early example to all succeeding Commandants of economy and of keepin down the "overhead" at Headquarters. It was not long before Major Burrows organized his Staff that consisted of Captain George Memminger, Adjutant;[8] Second Lieutenant Thomas Wharton, Quartermaster;[9] and Second Lieutenant James Thompson, Paymaster,[10] who later married Sarah Burrows, the daughter of the Commandant.

By November, the severe weather required Major Burrows to move into rented barracks near the Navy Yard.[11]

In April, 1799, Major Commandant Burrows received a letter from the Navy Department dated the first of that month informing him that "the season is now advancing when it will be necessary to encamp the Marines out of the City, indeed they can be better disciplined when they are separated from the City. I hope the Tents so long ago ordered

are ready, if not pray have them get ready without delay."

So late in August, 1799, Major Burrows again placed his Headquarters under canvas on the same location as was occupied the preceeding summer.[7] The yellow fever drove the executive offices, including the Navy Department, from Philadelphia to Trenton, N. J. in the late summer of 1799. While the Marines maintained a courier service between Philadelphia and Trenton, and some were on detached duty at the New Jersey capital, Headquarters remained at the camp in the suburbs of Philadelphia. Returning to the rented barracks in the Fall, Headquarters continued in Philadelphia until July, 1800, when it accompanied the Government to the new capital city of Washington.

From the very beginning the Commandant had complete authority over the Corps. This was secured by the Commandant without friction, owing to the cooperative and friendly spirit of "service" exhibited by Major Burrows and the strong backing given him by Secretary Stoddert. In general the affairs of the Corps were administered directly by the Commandant and not through the Secretary of the Navy. Marine officers were directed to correspond directly with him. Commanding officers of the Navy were not permitted by the Secretary to take action, such as discharging Marines or changing their rating to seamen, without the Commandant's approval beforehand.

Major Commandant Burrows was jealous, but not overly-sensitive, of the dignity, rights, and independent status

of the Corps. In one affair where the Secretary decided in his favor the Commandant wrote that "were the President of the United States to interfere with the details of the Marine Corps, tho I should submit, I would complain."[12] He was equally insistent that his officers measure up to a high standard. In one case in which an officer was extremely critical of the Commandant he wrote: "If at any time an officer has been injured in the line of duty, the Articles of War point out redress, if he cannot get it there, he may always have my private satisfaction."[13]

An uncertainty as to the authority of the War Department over Marines ashore added to the burdens of the Commandant. For a long time, whether jurisdiction over the Marines was exercised by the Army or Navy, depended on an interpretation of the words "nature of the service in which employed." Many concluded that when ashore they were under the Army, and when afloat under the Navy jurisdiction. This question was an unsettled one until June 30, 1834, when Congress legislated that the Marines were under naval jurisdiction unless detached by the President for service with the Army. This provision was carried into the Revised Statutes on June 22, 1874, as Section 1621.

In 1798, and for several years after, Army rules and regulations governed trials of Marine officers by general-court martial ashore and therefore members, junior to the accused, were permitted to sit as members.[14] Army officers at times sat with Marine officers on such courts. The first

Secretary of the Navy, at least once, in a letter to the Secretary of War, referred to the Marine Corps, as "your own regiment of Marines."[15] Army regulations concerning "Barracks and fuel"[16] were held to apply to the Marines ashore.

This ambiguous jurisdiction sometimes proved of advantage to the Marines as was the case when flogging was abolished in that part of the Corps serving ashore long before it was in the Navy, due to the Secretary's decision that an Army law applied to Marines. The status of the Corps was really a subject of public discussion and speculation. The first Secretary of the Navy expressed a doubt as to whether the Army should not assist the Navy in the upkeep of the Corps in view of its dual nature. He wrote that "this Marine Corps is of amphibious nature. It is sometimes to do duty on land, sometimes on water. At this moment it is guarding the [Army] Magazines."

In general the relations between the Marines and other Naval personnel were excellent. Prior to the organization of the Corps commanding officers of vessels, looked upon Marines as merely part of their crew without having to consider the administrative duties of their officers or of a Major Commandant, and it is remarkable that the amount of friction was as small as it was. The Commandant constantly exhorted his officers to bring up the men to a high standard and also to protect them. That the Navy was also trying to maintain a happy relationship is shown by

the incident of one commanding officer forcing a Navy Lieutenant to apologize to a Sergeant for striking him. Most of the trouble occurred on board those ships on which the Marine Guards were not commanded by an officer; on an "unhappy" ship commanded by a "sun-downer";[17] or where the Marine officer was unfitted for sea service.

It will be remembered that John Adams had drafted the regulations for the Navy of the Revolution. John Adams fathered a new set of regulations called "Marine Rules and Regulations" which were published in 1798. Although they were not formally approved by Congress, they were adopted by Secretary of the Navy Benjamin Stoddert who repeatedly mentioned in letters to captains during the French war that he was sending copies to them. These rules made definite arrangements for the Marines. They provided that when men should be lacking at "any cannon," etc., they will be replaced from the Marines, "Corps de Reserve, or otherwise." The officers of Marines were to be divided among the posts assigned to the musketry, one of them being assigned to the command of the musketry on the quarter deck. If the commander thought proper to use some of the Marines at the batteries he was to employ part of their officers with them, and "attach them to the service of a certain number of cannon, under the order of the officers who command said batteries." Marines, like the men at the rigging, pumps, etc., could be stationed elsewhere according to circumstances, but the Marines were always to parade on the quarter deck when the

drum beat to quarters and every other man ran to his station.[18]

Before an officer could act as such or receive pay he had first to accept in writing and take the oath of allegiance. But the Government caused great concern to the officers by not sending them their commissions. In January, 1799, Captain Daniel Carmick thanked the Commandant upon receiving his commission, stating that if he had gone to sea without one and "them Dam'd French had caught me they might have handled me roughly."

Lieutenant Rankin on May 22, 1799, at New Castle says please send me my commission. Another officer in acknowledging receipt of his commission in August, 1799 - he had been in the Corps from the beginning - stated that "had it not arrived I certainly should not have gone to sea in the ship," Constitution. Early in the war a naval commanding officer at sea had been considerably embarrassed by not having his commission, and the Marines fully appreciated the value and necessity of possessing their commissions. The delays, however, were not due to Headquarters, but to the large number of officers being commissioned in the Navy, Army and Marine Corps.

Officers were not required to attend any service schools[19] or pass any examinations. Their emoluments consisted of pay and rations. No provision was made for quarters.[20]

Officers were gradually appointed until on September

8, 1798 "the Order of the Regiment" of Marines as reported by the Commandant was as follows:

Major William W. Burrows, Captains Franklin Wharton, Daniel Carmick, Lemuel Clark and George Memminger; First Lieutenants James McKnight, Philip Edwards, Richard Harwood, John Hall, Simon W. Geddes, Henry A. Williams, James Tallman, Reuben Lilly, Diamond Colton, James Weaver, James James, William Cammack, Lemuel Riddick and Johnathan Church; and Second Lieutenants Dyre S. Wynkoop, Anthony Gale, Robert Rankin, Henry Caldwell and Josiah Riddick, Jr.

In addition to securing his officers Major Burrows settled the question that so long has been considered as a mooted one in the Naval Service - an officer could not resign without the consent of the President or the Secretary of the Navy acting for him.[21]

The responsibility for administering the recruiting service[22] rested upon Major Commandant Burrows. He established headquarters for recruiting in Philadelphia and branch offices, or rendezvous as they were called, were from time to time opened in Newburyport, Mass., Boston, Mass., Springfield, Mass., Providence, R. I., New Brunswick, N. J., Chester, Pa., Newcastle, Del., Dover, Del., Baltimore, Md., Alexandria, Va., Georgetown, D. C., Norfolk, Va., Harper's Ferry (now West Va.), Charleston, S. C., and other places.

At regular intervals the Secretary of the Navy would request the Secretary of the Treasury to furnish the Comman-

dant with funds to maintain the recruiting service of the Corps. To illustrate. On August 11, 1798 Secretary Stoddert wrote the Secretary of the Treasury as follows: "I have the honor to request that you will be pleased to furnish Major W. W. Burrows with five hundred dollars for the service of recruiting for the Marine Corps, he to be held accountable for the same."[23]

The Marines were enlisted for three years, although (due to the fact that prior to July 11, 1798 the period was one year) recruiting officers occasionally made the mistake of enlisting them for one year. They had to be between 18 and 40 years of age. Before being accepted they had to pass a physical examination.[24]

From the very beginning every effort was made to fill the Corps with American born citizens. In 1798, only one foreigner to three "Natives" were allowed to be enlisted and this only when "Natives" could not be secured and the foreigners had to have an established reputation for "sobriety and fidelity." In the following year "No foreigner or vagrants", or "men disordered" could be enlisted. Finally, in 1800, when applicants were numerous due to the disbanding of the Army, a recruit had to be "a very smart young fellow," and a "handsome young American" and "then only enlisted as a great favor."

Those were the days of literally "drumming up" recruits and no effort was made to recruit without the drums

and fifes and they were the most effective medium of advertising. A squad of Marines preceded by a drummer and fifer with colors flying, held forth in public places or with their martial invasion waked the somnolent youth. It was a picturesque method well adapted to the times.

The Commandant ordered that "musics" could "be enlisted of any size or age if found." One drummer who was subject to fits was retained as he could "beat the drums when the fits" were "off him." When they could not be enlisted they had to be hired at $2.00 and $3.00 an evening, Few would enlist without a bounty. Although the usual bounty was $10.00, one music was paid a bounty of $30.00 after the officer had "laid close siege" to him for six months. These bounties for musics were paid from a "Music Fund". This fund was raised by each officer subscribing $10.00 or more out of his private funds and used to further the interests of the Marine Band as well as to secure fifers and drummers. It was at this time that lads under twelve years of age were taken on with their parents' consent and taught at Headquarters by the Fife and Drum Major or at the Recruiting rendezvous.

No Negroes, Mulattoes or Indians were to be enlisted. The first instructions demanded that recruits should be at least five feet, six inches. This requirement was later reduced to five feet four inches. Men under five feet eleven inches were preferred.

Recruits were advanced as much as one month's pay, but

as a rule only $2.00. The recruiters were allowed $2.00 expense money for each recruit.

The handicaps were many. The pay of a private was less than that of an ordinary seaman. A Marine was enlisted for three years and a Bluejacket for only one. The Marine officers in seaport towns therefore found themselves at a disadvantage. It was difficult to find efficient recruiting sergeants as the Army offered a large bounty for them.

Politics also played a large part in the recruiting business. Some editors of the political party that was anti-military ridiculed standing armies, and soldiers, sailors, and Marines were represented as "hired assassins and cut-throats." One officer was "liked to have been" killed "with a stone, thrown by one of the pacifists."

In his letters to his officers Major Burrows emphasized the inducements to enlist. Tell them they will get "more rations than they generally can eat" he wrote. Inform them that by the provisions of the Act of July 11, 1798 they are exempted from all arrests for any personal debt or contract. Don't forget to let them know that they share in prize money and so on. The calls for men to go on board ship were so frequent Major Burrows was often without men to supply the demands. When the Congress was "Marined" in September, 1799, he wrote Second Lieutenant Michael Reynolds at the New York rendezvous on the 24th, that he would leave only his "sick and your drummer as a nest egg."

Recruiting officers advertised. They planned "frolic in the country and attended horse races, militia review an elections, with their musics, as likely places for those i the "recruiting mood."

One officer was worried by the report that the Secretary had cut the spirit ration to half a gill. Another officer even cast an envious eye upon the inmates of a gaol.[25] Others enlisted sick men, while still others enlisted the infirm and aged. In these three instances they met with the well merited rebuke of the Commandant. The officer who enlisted a vagrant or one physically unfit without a surgeon's examination, or an old man had to pay all expenses.

In rebuking a recruiter who had enlisted a number of sick men the Commandant wrote that "if it was intended to raise a Corps of Invalids, there would be no necessity to go out of this City."

One officer contracted with a tavern-keeper to set up a rendezvous at his tavern, and expected good results, as the man knew his business.

A giant was enlisted and the Major insisted that he pay for his uniform though he might "sell the public suit to some other Marine" to defray the expenses.

An ex-Army officer was enlisted and promised that if he behaved himself and proved capable of filling the position he would be appointed a corporal.

A recruiting officer had his hands full. He had to

find a suitable house for barracks and rent it on suitable terms that would not get him in trouble with a thrifty government. He must arrange for the recruits laundry work. If he was resourceful he found several recruits who would like to have their wives live in barracks, and occupy their time in laundry work, in exchange for Government rations. He had to bargain with a contractor to furnish his men rations at as near 15½ cents a day as possible. He had to procure uniforms and arms for his men. He certainly was a very busy man. Interviewing applicants, having them examined by a surgeon, and properly measured and registered. Sending muster rolls, size rolls, Pay rolls and Clothing returns to Major Burrows inclosed in letters, telling of his achievements and his troubles. Frequently he received orders to "Marine" a ship about to sail. He would scurry around and borrow a few Marines from here and there to fill up the complement. Then the detachment had to be drilled and disciplined. There were no recruit depots to which to transfer the recruits and the recruiting officer was responsible for these matters.

The size roll sent to the Commandant had to contain all pertinent information about the recruit. His name, the date and place of birth, enlistment, his height, complexion, color of eyes and hair, and any marks he had, pay advanced, when, where, and period for which enlisted, and by whom enlisted.[26]

Once the men were enlisted the problem of keeping them

arose. Immediately upon enlistment they were obliged to give up their civilian clothing. Idleness was recognized as the great breeder of desertions, and endeavors were made by drills in the "facings, wheelings, and marchings," sentry duty, guarding frigates and roll calls to keep them busy while waiting for transfer to sea. Holding back their pay was another device. One method of preventing desertion was to allow the release of men who wished to go back to civil life, provided they found acceptable substitutes and fitted them out without expense to the Government.[27] Minors were discharged if relatives or friends paid the expenses incurred on their behalf by the Government.[28]

Do not give a recruit all his clothing, "a shirt and a pair of shoes and socks are enough for a few days," wrote the Commandant; try him and see if he is contented before you lavish clothes on him, lest he walk off with all."

Some men deserted. Then advertisements, offering rewards of ten dollars had to be written and inserted in the papers. Those apprehended had to be punished. The Commandant urged the officers to explain the meaning of desertion and mutiny to all recruits, that the offenses were punished by court-martial and "probably with death."

There were Muster Masters in the naval service at this time, as there were during the Revolution when Major Samuel Nicholas acted as Muster Master for a time.[29]

An Act for the Government of the Navy was approved by the President on March 2, 1799. Up to this date the Navy

and the Marines had been governed by the Rules and Regulations enacted by the resolutions of Continental Congress on November 28, 1775. This Act for the Government of the Navy, which superceded the Revolutionary Regulations, expressly mentioned Marines throughout.

Discipline was rigidly but intelligently enforced, and infractions were punished speedily and adequately. The maximum punishment that a commanding officer was authorized by law was twelve lashes upon the "bare back" of a "seamen or Marine" with a "cat of nine tails,"[30] and the law provided that only a court-martial could exceed this punishment. "If the fault" should "deserve a greater punishment," the commanding officer had to apply to higher authority "in order to the trying of him by a court-martial."[31] Desertion was punishable by death. There was only one character of "court-martial" authorized at this time and it consisted of not "more than thirteen, nor less than five persons."

A court-martial, except in capital cases, was limited to a sentence of one hundred lashes.[32] The sentences during this period involved reduction in rating, flogging, loss of pay, confinement and labeling with a sign. Offenses committed on shore were specified as offenses against Army law and regulation while those at sea were in violation of Navy law and regulation. Occasionally there were an insufficient number of officers present at a Marine Corps post ashore to compose a court-martial and, the Commandant would inform the commanding officer that he would try the offender himself by

a "drum-head court-martial."[33]

The matter of finances, which has always been a serious one, was such in these days. There was no budget system to dam the outflow of the national funds at this time but you know that a budget is superfluous where money is scarce. National economy was more than a fad, it was a necessity upon which national existence, thrived. Needless to remark the Marines backed every effort at saving to the limit. For example the estimates submitted January 15, 1801 as the annual expense of maintaining the Marine Corps in time of peace, was $207,310 and Congress pared this down to $166,903.78.[34] Appropriations for the Marine Corps were included in the Annual Naval Appropriation Acts.

One of the most remarkable, if not unique, papers ever submitted to the Secretary of the Treasury, was the following letter written April 1, 1800 by Secretary of the Navy Benjamin Stoddert: "Every person in my office including the principal, being hard pressed for money, I must request the favor of an advance of Twenty-three hundred and fifty dollars, for the salaries due for the quarter ending yesterday."[35]

The law providing for the distribution of prize money was approved prior to the organization of the new Corps and the Commandant felt that there was a slight discrimination in the distribution against his officers. He several times wrote to the Secretary of the Navy on the subject. In one communication he stated that "there is no officer on board

the ship more exposed in action than the Marine officer, and therefore he ought to be rewarded accordingly." The law was finally amended to meet with his ideas.[36]

The Marines enjoyed the same pension privileges as the Army and Navy.[37]

The first Uniform Regulations, as they are known today, were not issued until October 14, 1805, and a description of what the Marines wore prior to that date must be gathered from the correspondence between the Commandant and his officers.[38]

When Major Burrows entered upon his duties he found the Marines wearing the uniform prescribed by the Secretary of War in 1797, which has already been described.[39] The uniform was changed from time to time by letters of instruction.

The undress uniform of the officer was a plain blue frock with buttons on the lapels. These buttons carried an eagle with a shield on the left wing enclosing a foul anchor. A white vest and breeches completed the undress uniform. The officers wore epaulettes and carried "gilt-mounted" swords.[40]

The privates wore a blue cloth jacket, faced and edged with red, red cuffs cut underneath, adorned with one small button. The high collar was of red material. Around the jacket was a two inch red belt. The jacket had shoulder straps edged with red ending in red wings below the shoulde

A red vest was worn.[41]

The head covering of the private was a "common woolen hat trimmed with yellow, turned up on the left side with a leather cockade." Dark or checked shirts were issued. Black leather stocks, clasps and shirt ruffles were supplied.[41] These shirt ruffles were described as "covers or busoms," that had collars with a piece in front to which a frill was attached. They were worn over the dark shirts as the "Dicky" is now worn. The fame of the leather stocks lives today in the good-natured sobriquet of "Leathernecks."[42] The hair was queued and powdered.[43]

The "Drums and Fife" wore a red cloth lapeled coat faced and edged with blue with a blue belt edged with common yellow livery, blue cuffs, lapeled blue collars edged with blue and blue shoulder straps edged with blue, with blue wings below the shoulder.

Uniforms were difficult to secure and variations from the authorized uniform were often necessitated owing to the inability to obtain the proper material and competent tailors.

Duty in the West Indian tropics made it essential that a light weight uniform be designed. In March, 1800, this "summer uniform" consisted of a "Marine jacket" with "Red cape, short skirt "about six inches long", lapeled and only two buttons on each side," made of "Russia Duck," and the whole was bound with "Red Ferret." White linen overalls edged with red were worn. A frock made of Russia Duck

was frequently worn to save the uniform.[44]

In August, 1800, the Marines were issued "blue jackets" made of "double twill serge to wear when off duty." Blue woolen overalls with red seams were sometimes worn.

The following was issued to each Marine annually, at a cost of twenty to twenty-five dollars: One coat, one hat, one vest, two pairs blue woolen overalls, two pairs linen overalls, four dark or checkered shirts, four shirt ruffles, four pairs of shoes with strings or ribbands, one stock of black leather and clasp, and one blanket.[45]

At sea one "Great coat," or "Watch coat," was issued to every two Marines.[46]

The noncommissioned officers' uniform was in general the same as the privates' except that it was of better material. The Sergeants wore two yellow silk epaulettes and the corporals one.[47] The Sergeants, but not the corporals, carried swords with "brass handles."[48] The noncommissioned officers wore plumes made of feathers.

The clothing and equipment were generally supplied from Philadelphia. When this was not practicable the officers were furnished with a description of the uniform and arranged with local contractors to furnish them.

The Marines were not permitted to wear the Uniform after discharge.[41]

On August 8, 1798, the Secretary of the Navy directed Captain Robert Gill, Naval Storekeeper, to "be pleased to deliver to the order of Major W. W. Burrows, such Colours

as he may want for his Regiment, two suits." The estimates for 1800 submitted to Congress for the year included $32.00 for colors.

The Marines carried muskets and bayonets, or pistols according to the duty required. The sergeants were armed with brass handled swords. On board ship, while the Marines at times used blunderbusses, hangers, cutlasses, boarding pikes, etc., the usual weapons were the muskets and bayonets. There was great difficulty in securing good muskets. Sometimes they were borrowed from the Army. In general they were supplied from Philadelphia, Boston, New York and Springfield. Knapsack and "cartouch" boxes were carried.

On board ship until the Marines were provided with store rooms it was a sort of a jolly custom of the service to throw overboard the Marines' knapsacks when the ship cleared for action. This custom was finally ended when store rooms for clothing and equipment were assigned to the Marines. It was only by the friendly cooperation of the Commandant with the Commanding Officers of the Naval vessels that these store rooms were obtained. Two chests were also provided, one for arms and one for ammunition.

Tents were frequently used. Several times both in Philadelphia and Washington, Headquarters was under canvas. What appears a rather unusual waste of buttermilk occurred when in July, 1799, Lieutenant Edward Hall washed fourteen tents in 58-¾ gallons of buttermilk at a cost of $8.94 to remove mildew spots. The operation was successful, the tents

becoming "almost as white as when they were new," but Lieutenant Hall reported that he would use "soap suds" the next time as he believed that the buttermilk-cleansing method was too expensive.

But few permanent posts were established in these early years. Headquarters - in Philadelphia until 1800 and in Washington thereafter - was permanent. Sites for Navy Yards at Bennet's Island, Maine (Portsmouth), Charlestown, Mass., (Boston), Southwark, Pa. (Philadelphia), Brooklyn, N. Y., Washington, D. C., and Gosport, Va., (Norfolk) were purchased during the years 1800 to 1801, and Marine Guards, sooner or later were stationed at all of them.

After Headquarters left Philadelphia a permanent post which combined the duties of a Marine Barracks for the Navy Yard and the Supply Depot was maintained. After Lieutenant-Colonel Commandant Burrows went to Washington, Captain Franklin Wharton commanded, until 1804, when he became Commandant. Captain Anthony Gale succeeded Captain Wharton in command and retained command until he went to Washington as Commandant. It is interesting to note that these three officers, who in turn served as Commandant of the Corps, were also commanding officer of the Marine Barracks of Philadelphia in the same order.

Barracks were first mentioned at New York as early as May, 1799 and at Norfolk in November of the same year, but these were probably barracks for recruits. Temporary barracks existed on Castle Island near Boston in June, 1799, and

on September 21st of that year, Secretary Stoddert decided not to erect temporary barracks at Boston until permanent ones could be built. The first guard for the Washington Navy Yard arrived there on March 31, 1800. A detachment of Marines from the John Adams was stationed at Fort Moultrie, near Charleston, S. C., in November, 1799. A Lieutenant and thirty Marines reported to the Commandant at Fort Mifflin, near Philadelphia, for duty in April, 1799. A small detachment was stationed at Fort Independence near Boston, in March, 1801.

The many rendezvous posts established for recruiting have been mentioned and the locations of the detachments guarding prisoners of war will be referred to in a later chapter.

Marines served both on shore and at sea. Their duties on shore were at Headquarters, at the various recruiting rendezvous, guarding French Prisoners of War at various localities, and several kinds of special duty. Marines guarded the magazines of the Army; they furnished guards for Navy stores and the stores of the Contractors at Philadelphia, New York and in other cities; and they guarded the frigates being built in the various cities. Once they removed powder from the Retaliation and deposited it "in the Magazine near the Schuylkill." On another occasion when riots were anticipated in Philadelphia on Election Day, additional Marines were placed over government property.

The above are but a few illustrations of the character of special duty, performed by the Marines in addition to the accomplishment of their main mission, during this period, which was to be prepared to furnish any expeditionary force required by the Navy and to supply efficient Marine Guards for the many Navy Vessels. Owing to the demand for the services of Marines on board the ships, very little opportunity was afforded to retain them at shore posts for the purpose of drilling and disciplining them.

The detachment performing military duty at Headquarters was particularly well-drilled and thoroughly acquainted with the various military ceremonies. It was paraded regularly and ceremoniously mounted guard daily.

On board ship the Marines acted as sentries and orderlies and rendered honors to those visitors, foreign vessels and ports, that rated them. Not only did the Marines serve on all the naval vessels but under the authority of several Acts of Congress they helped to man the Revenue Cutters. Sentries both ashore and afloat on duty had to be in full dress, accoutred and with the head powdered, with flour. Particular emphasis was frequently placed upon the instructions that sentries, on board ship or at a shore post, should always be relieved in form either by a Sergeant or a Corporal.

The Marines serving at sea were carefully drilled as Infantry and were available for landing parties, boarding parties and for repelling boarders. While Marines had "no

business on the forecastle" nor was it customary for them to be "ordered aloft", they occasionally were ordered to do bluejackets' duty and more frequently they volunteered for such duty. At time they hauled, clewed and reefed sails, and took "their regular watch at the mast head;" they pitched and scraped decks; they cleaned ship and coiled cables. They acted as bargemen. In 1799, a Marine acted as a master-at-arms on board the Constitution. In September, 1799, the Montezuma was "altogether manned by Marines, the sailors being all discharged." In the same year thirty-five Marines were ordered from Boston to Portsmouth to assist the seamen in taking the ship around to Boston from that port; in 1800, the crew of the Constellation was so weakened by "manning prizes, deaths and desertions," etc., that the Marines were called upon "to fill up the vacancies at the batteries," but their instructions required them "to repair to their small arms when called."

During action the station of the Marines was on the poop, quarterdeck or some other position from which they could pour an effective musketry fire on the enemy. This was their most important duty aboard ship as there was little opportunity of "boarding" or "repelling boarders" offered. In every engagement the small-arms fire of the Marines was of vital value.

Extra duty of all kinds was performed by Marines both for the Corps and Navy. If Marines did extra work on board

ship it was usual for the commanding officer "to allow them something as an encouragement to do well," but the extra allowance was never as a right. The Commandant frequently gave the commanding officers permission to use Marines as sailmakers, blacksmiths, etc., on their "promising to give the men some extra pay for their families." An interesting illustration of this occurred on board the Essex in August, 1800. One of the privates[49] being an expert sailmaker, was put to work "with the sailmakers' gang" at "$6.00 per month to make his wages nearly equal to that of an ordinary seaman."

There was one class of duty the Commandant positively refused his permission to have performed by Marines - that of a servant. Marines were authorized to act as waiters, both ashore and afloat, to Marine officers, but that was the only exception. On August 1, 1800, the Commandant protested most energetically to the Commanding Officer of a naval vessel on whose ship three Marines had been employed, "in the capacity of servants," and also to the Secretary of the Navy on the same subject. "This is certainly wrong," wrote the Commandant, "must not be admitted," and the Secretary "rectified" it immediately.[50]

Pay was as interesting a matter to the officers and enlisted men during this period as at any other time.[50] The monthly pay of the officers was: Major Commandant $50.00 and four rations per day; Captain, $40.00 and three rations; First Lieutenant $30.00 and three rations; Second Lieutenant $25.00 and two rations. The pay of an officer began the

date he accepted his appointment. Advances, as much as three months' pay, were made to officers.[51] These emoluments were set forth in Section 2 of the Act which created the Marine Corps.

The President under authority of the Acts of July 1, 1797 and July 11, 1798 fixed the monthly pay of the enlisted men as follows: sergeant $9.00; corporal $8.00; drummer and fifer $7.00; private $6.00. The Sergeant-Major, Quartermaster Sergeant, and Drum and Fife Major, received higher rates.

As provided by the Act of March 2, 1799 twenty cents a month, beginning September 1, 1799, was deducted from the pay of all officers and enlisted men for the Navy Hospital Fund.[52]

Cooks and Musics of Marines, while serving afloat, received extra pay amounting to one dollar a month. While serving ashore Marines received the same extra emoluments as Infantry, but afloat they received only their pay and rations. Ashore they were allowed "fuel and straw" allowances but not at sea or on furlough. When Marines went on a cruise they were permitted to leave powers of attorney behind so that their dependents could receive an allotment of half their pay during their absence.

Marine Corps accounts were always kept separate from those of the Navy. When vessels arrived in port the Marine officer prepared payrolls and sent them in to Headquarters. The Commandant, if the rolls were satisfactory, directed

the Paymaster to send the money on to the officer on board ship, who settled with the Purser for any advances made and paid the men. If there was no Marine officer on board the ship, the Purser, acting as a Marine officer, followed the same procedure.

On July 17, 1800, the Secretary of the Navy decided that in consideration of the Commandant being subjected to unusual expense on account of residing at the capital he would be "allowed four rooms and a kitchen," in addition to the allowances under War Department regulations.[51]

The rations of officers were commuted. The commanding officer of a post, called the "Captain Commandant," received double rations. When serving ashore the Marines received the Army ration allowance. The Army ration varied according to the locality. In May, 1800, the Army ration in Virginia was 13 7/10 cents but the Secretary of the Navy authorized 16 cents for the Marines at Norfolk. The year prior, at another location, 18 5/8 cents was authorized. The Navy ration was valued at 28 cents.[53]

The Commandant entered into contracts, with the approval of the Secretary of the Navy, with such persons as he might think competent, to supply the Corps with rations. For instance, on September 28, 1798, the Secretary authorized Major Burrows to contract for rations "for a term not exceeding three months and at a price not exceeding that of the present contracts." On June 7, 1799, the value of the Army ration was 15½ cents and consisted of: 1¼ pounds of

beef (or ¾ of a pound of pork), 18 ounces of bread or flour, and a gill of rum, brandy or whisky - with two quarts of salt, four quarts of vinegar, four pounds of soap and a pound and a half of candles to each hundred rations.[53]

On July 10, 1801, the Secretary advertised for proposals for rations, for the Marine Corps from October 1, 1801 to September 30, 1802, within the states of Maryland and Virginia and at the City of Washington. Ration to consist of "18 ounces of bread or flour, or where neither can be obtained, of one quart of rice or one and one half pound of sifted or bolted Indian meal, one and a quarter pound of fresh beef, one pound of salted beef, or three-quarters of a pound of salted pork, and when fresh meat is issued, salt at the rate of two quarts for every hundred rations; one-half gill of rum, whisky or other ardent spirits; soap at the rate of four pounds, candles at the rate of one and an half pound, and, vinegar at the rate of two quarts, for every hundred rations."[53]

Appropriations for the Marine Corps were made in the annual appropriation acts for the Navy.[54]

The Marines received their share of prize money.[55]

No element of the Corps has been more faithful or useful than the Marine Band which had its beginnings with the Corps itself. The American fifers and drummers, of Spotswood's and Gooch's Marines of the colonial period were the forerunners of the present Marine Band and they were followed by the Marine musicians of the Revolution. With

the end of the Revolution came the suspension of everything military in our country. Armies, navies, warships, soldiers sailors and Marines, were all discarded. No doubt life in the Capital City would have been brighter and happier if there had been a Marine Band to sweeten the air and add a note of hopefulness, to the gloom of the pre-Constitution days.

The new Navy was born in 1797 with the launching of the Constitution, United States and Constellation - and Marine fifers and drummers served on them. A new beginning for the Band of the Corps came with the new Corps, for in the Act of July 11, 1798, Congress provided that there should be a Drum Major, a Fife Major, and thirty-two "drums and fifes."[56]

Some of these thirty-two drummers and Fifers were sent out on recruiting duty at the various rendezvous. Others participated in action on board our naval vessels against enemy warships in the French Naval War. A sufficient number, however, were retained in Philadelphia and under the watchful, blue eyes of Drum Major William Farr, a military band was formed. This Marine Band gradually established itself in the affections of Philadelphia as it later did in all parts of the United States.[57]

Headquarters of the Marine Corps remained in Philadelphia no longer than that city was continued as the Capital City. The last incident of importance participated in by the Marines in Philadelphia was the celebration of the

Fourth of July in the year 1800. The Universal Gazette of Philadelphia in describing this celebration stated that "the Society of the Cincinnati distinguished the occasion by an elegant entertainment given at the City Tavern," at which many "toasts were given, to the animating notes of martial music, by the Band belonging to Colonel Burrows' Corps of Marines."[58] This affair was made notable, as far as the Marines were concerned, by the Society of the Cincinnati conferring honorary membership upon Colonel Burrows.[58] It is on this occasion, also, that we read in a newspaper for the first time of the historic United States Marine Band playing in public. No doubt however, it played for the citizens often before this date.[57]

The regard that Lieutenant-Colonel William Ward Burrows had for his Band is shown by his having it accompany him personally to Washington when he left Philadelphia for that city on July 12, 1800 to establish permanent headquarters in the new capital.

NOTES
CHAPTER XI

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1. The father of William Ward Burrows was William Burrows (born 1726; died May 2, 1781), a lawyer of Charleston, S.C. His mother was Mary Ward (born October 11, 1728; died February 17, 1775). His parents were married April 20, 1749. He was the middle of three children, with an older sister, Polly, and a younger sister, Sarah Ward Burrows. He was born in Charleston, S.C., on January 16, 1758. Educated as a lawyer in America and England, he was admitted to Middle Temple in 1772. (D.A.R. Mag., March, 1925, 159); Early in life he moved from Charleston, S. C., to Philadelphia, where, on October 8, 1783, he married Mary Bond, daughter of Thomas Bond, Jr., "Surgeon and Purveyor of the Continental Army." (D.A.R. Mag., March, 1925, 156).

2. Washington Irving, Salmagundi, I, 271.

3. D.A.R. Mag., March, 1925, 155; Marine Corps Gazette, December, 1922, 339-364; Wash. Star.

4. Philadelphia, Pa., March 13, 1805; D.A.R. Mag., March, 1925, 155-156.

5. D.A.R. Mag., March, 1925, 155-159.

6. Claypoole's Amer. Daily Ad., Philadelphia, July 19, 1798 pub. his appointment.

7. Marine Corps Archives.

8. Captain George Memminger served as adjutant from August 3, 1798 to his death on August 31, 1798 (Captain Memminger was first officer to die after the Revolution); 2nd Lt. John L. Lewis succeeded him and served from September 2, 1798 to May 1, 1800 when he was relieved by 1st Lt. Robert Rankin who was succeeded by 1st Lt. John R. Fenwick on January 1, 1804.

9. 2nd Lieut. Thomas Wharton was the first Quartermaster and served from January 22, 1799 to August 1, 1799 when he was relieved by 2nd Lt. Jacob M. Huger, Lt. Huger died on November 8, 1799 and was succeeded by 2nd Lt. Michael Reynolds on December 1, 1799.

10. The first Paymaster was 2nd Lt. James Thompson who served from December, 1799 to January 1, 1807. On April 17, 1799 Secretary of the Navy Benjamin Stoddert wrote "James Thompson, Geo-Town, Potomack:" The President has appointed you a Second Lt. in the Corps of Marines. If you accept, it is intended that you shall

10. (Continued)
act as Paymaster to that Corps you will of course, be stationed at the seat of Government, wherever that may be. I hope you will repair to Philadelphia without delay. Pay as 2nd Lt. of Marines 25 Doll's Pr Mo. & 2 Rations Pr day, as Paymaster the same addition as in the Army. (Navy Gen. Let. Bk., II, 54); The duties of the Paymaster were outlined in June, 1799 as follows: Your duty will be to pay the Marines agreeably to Rolls furnished by the Recruiting officers or officers commanding Detachments on Shore, whose returns are to be made to the Major Commandant, and if admitted by him will be a justification to you - For Marines on board the Different Ships, returns will come through the Pursers, which must also undergo the Major's examination and passed to you - These returns you should be careful in filing in your office, as they can only be the proper vouchers for your adjustment with the Accountant - For pay, or advances to any of the officers, order should come through the Commandant, as you will not be justified in making them without, and to do it in any one instance will be establishing a bad precedent. (Let. to Lt. James Thompson).

11. Following sums were paid for quarters for the Commandan of the Marine Corps: At Philadelphia, from July 16, 1798 to June 30, 1800, $960.53; at Washington from August 5, 1800 to November 6, 1802, $1,204.17. (Navy Depart., Accountant's Office, February 28, 1804).

12. Marine Corps Archives.

13. Burrows to Lt. Henry Caldwell, March 24, 1800, in Marine Corps Archives.

14. In the case of a Marine officer tried by general court-martial in March, 1800, the Secretary of the Navy, Secretary of War and Attorney General agreed that he could be tried "only by Marine officers, under regulations for the Government of the military establishment of the United States for offenses on land." It seems that the "Act for the Government of the Navy" prohibited officers junior to the accused sitting as members of the court while the Army Act did not. The Secretary of the Navy was of the opinion that "offenses on land are to be governed by the rules for the Army" and "offenses at sea by the rules of the Navy." The conclusion therefore was that the members of the court had to be Marine officers but they could be junior to the accused. (Navy Gen. Let. Bk., III, 205, 207; Marine Corps Archives, Sec. Navy to Major Toussard, March 6, 1800); For Army Regulations See Military Laws of the United States, II, Section 2998, p. 1430.

15. On August 13, 1798 the Secretary of the Navy wrote Secretary of War asking him to lend tents for 100 officers and men of the Marine Corps "for your own regiment of Marines under command of Major Burrows;" Secretary of the Navy communicated to Congress on January 15, 1801 that the Marine Corps was "part of the military establishment, but subject to perform duty on shipboard, as well as in posts and garrisons on the sea coast, and elsewhere on shore." (Amer. St. Pa., I, Nav. Aff., 21).

16. On July 17, 1800, the Secretary of the Navy wrote "The Marine Corps being a part of the Military Establishment I can perceive no reason why" the War Department Regulations "in relation to Barracks and Fuel," "should not apply to that Corps also." In the same letter the Secretary referred to the Commandant as an "officer in the Army."

17. "I shall endeavor, by every possible means, to cultivate harmony but shall certainly protect my men," wrote Keene to Burrows April 14, 1801.

18. Marine Corps Gazette, September, 1919, 261-262; The Act of July 1, 1797 provided "that the officers, noncommissioned officers, seamen, and Marines, belonging to the Navy of the United States, shall be governed by the Rules for the Regulation of the Navy heretofore established by the resolution of Congress of the 28 of November, 1775, as far as the same may be applicable to the Constitution and Laws of the United States, or such rules and articles as may hereafter be established." On July 6, 1798 the Secretary wrote Captain Nicholson that he would "receive enclosed the only Rules and Regulations yet established for the Navy." (Navy Let. Bk., Off. of Ships of War); The Act for the Government of the Navy of the United States was followed by the Act of April 23, 1800 and the Act of May 19, 1832. Secretary of the Navy wrote Comptroller Treas. on June 30, 1798 that "it is doubted whether better Regulations can be made on the subject than those adopted by the British and contained in a Book herewith." (Navy Let. Bk, Treasury, 6).

19. On January 14, 1800 General Hamilton's plan, for a military academy composed of four branches - the fourth the School of the Navy - was submitted to Congress by the Secretary of War with the approval of President Adams. The Academy was organized by Act of March 16, 1802 but no provision was made for Naval School. (Marshall, Hist. Naval Academy, 12-13).

20. In 1800 the pay of the officers of the Marine Corps was: Lieut. Col. Comdt. $75 per month and 6 rations a day and 6 rations "per day as Commandant"; Captains, $40 per month and 3 rations per day; 1st Lts. $30 per month and 3 rations per day; 2nd Lts. $25 per month and 3 rations per day. (Goldsborough, Orig. and Correct List, U.S. Navy, 1800, 7); "Congress have not provided quarters for the Officers' Wives, and I have no power to grant any. You should have got a House sufficiently large to have accomodated your men as well as yourself and wife which could have been charged and paid for by the Contractor. I should be happy to see my officers well accomodated but I have not much in my power; but I know they are in general better off than most officers of the Army." (Burrows to Cammack, April 29, 1800).

21. Let. Burrows to Strother, March 8, 1800; an officer placed under arrest for trial by general court-martial was ordered "surrender your sword." (Burrows to Geddes, February 21, 1800).

22. See Marine Corps Gazette, September, 1919, 259-266; Recruiters Bulletin, May, 1916, II, 313; Id., for 1920 and 1921; See also Leatherneck, for years 1920-1922; Duelling was in vogue during this period and Colonel Burrows carried the Corps through this trying time with dignity. While he thought a professional "duellist a horried character," he preferred that a duel be fought by a Marine officer if the honor of the Corps was involved. To one officer he wrote that "unless you wipe away the insult offered to the Marine Corps, you cannot expect to join our officers." The Commandant referred this officer to the example set by another who had to shoot an officer, who had insulted him to restore politeness on his ship. "I am no advocate of duelling," wrote Colonel Burrows, "but if a man is forced into a quarrel he ought to go through with it like a man." The Thornton's of Washington, knew of Colonel Burrows' thoughts on duelling and on October 16, 1800, Mrs. Thornton "copied over the little ballad Dr. T. wrote some time ago respecting a duel to give to Col. Burrows." (Records, Col. Hist. Soc., X, 201).

23. Navy Let. Bk., Treasury, I, 44.

24. Six recruits out of ten having been "discharged for inability," The Commandant on January 13, 1800 wrote Captain Lemuel Clark, that "the Public will lose the rations but must not suffer any more. The expense shall fall on the recruiting officer. Sufficient orders have been given to enlist no vagabond and none

24. (Continued)
but sound men and if officers will go contrary to these orders they must suffer for it. Every man ought to be examined by a Surgeon before he is enlisted or otherwise the recruiting officer will always be liable to imposition." "You were correct in having your men inoculated for the small pox, and in employing a doctor." (Burrows to Cammack, April 29, 1800).

25. The officer wrote the Commandant he could get some recruits out of gaol "by paying the sum of $12.00." (Marine Corps Gazette, March, 1918, 35).

26. See Recruiting Instructions of September 29, 1798.

27. Let. Burrows to E. Hall, August 2, 1800.

28. On February 15, 1800 Burrows wrote Lieut. Henry Caldwell, concerning enlistment of minors, that he "did "not wish my officers to have any trouble when they act right, and I shall be very glad if these people would transfer all their resentment against you to me;" that the Federal court had decided that a minor would be returned to his friends if they would pay public expenses. (Burrows to Caldwell, February 15, 1800).

29. "January 8th, 1799 I hereby certify that I have this day mustered, one Lieut. of Marines, one Sergeant, two Corporals, & Eleven Privates, William Tuo, Muster Master." (Certificate appears on back of a Return of Recruits enlisted & Comdg'ed by James Weaver 1st Lieut. at Newport, R.I.).

30. Act of March 2, 1799, Sec. 4; Act of April 23, 1800, Sec. 4, "The cat-o-nine tails consisted of nine small hard-twisted cords of cotton or flax, some eighteen inches in length, fastened to a wooden handle for the better wielding by the boatswain's mate. Smaller cats for the punishment of the boys were called "Kittens", and lively kittens they were in their palmy days." (Naval Actions and Hist. 21, art. "The Old Navy" by Rear Ad. George E. Belknap, USN).

31. The Act of March 2, 1799, Sec. 47 provided that a "court-martial" should not "consist of more than thirteen, nor less than five persons, to be composed of such commanders of squadrons, captains and sea lieutenants, as are then and there present." The Act of April 23, 1800, Art. XXXV provided that "general courts-martial should not" consist of more than thirteen, nor less than five members, and as many officers shall be summoned on every such court as can be convened without injury to the service, so as not to exceed thirteen."

32. Act of April 23, 1800, Art. XLI provided: "A court-martial shall not, for any one offence not capital, inflict a punishment beyond one hundred lashes."

33. Marine Corps Archives.

34. Amer. St. Pap., Naval Aff., I, 78 which shows this sum divided as follows: Pay $99,234; Subsistence, $443,840 rations at 15 cents; $66,576; Clothing $30,000; Military Stores, $5,000; Contingent expenses, including Quartermaster's; Medical aid, barracks, wood, stationary, etc., $6,500.

35. Navy Let. Bk., Treasury, 205.

36. Marine Corps Archives.

37. See Acts of Congress.

38. See Marine Corps Gazette, September, 1919, 265-266.

39. See Chapter IX.

40. Before the Corps was authorized the Lieutenants of Marines commanding a detachment aboard a ship wore "the epaulette on the right shoulder whilst on board the vessel." Major Burrows wrote Lieutenant Thomas Wharton on October 3, 1800, he considered "it abused and therefore never issued it in orders, for it must be unpleasant to the officer to wear it on the left shoulder, when he joins us, after being accustomed to wearing it on the right." He then informed Lieutenant Wharton that as to him "after you go on board it will be proper in you to place the epaulette on the right shoulder, for I am almost certain, you will be a First Lieutenant in the beginning of November." The Undress of the Officers shall be a plain blue frock lapelled with naval buttons and white Undercloths." (Burrows to Caldwell, October 12, 1798); "the Undress of the Officer is a plain blue frock, lapelled, naval buttons such as we now wear, white vest and breeches with same buttons." (Burrows to Lilly, October 26, 1798).

41. Burrows to Edward, January 9, 1799; Tell "the tailors who are employed not to have the red belts more than two inches wide and to have the collars made high." (Burrows to Caldwell, October 17, 1798); "Let the collars to the Men's coats be made high, as it guards against wet and cold." (Burrows to Weaver, October 12, 1798); On July 26, 1798 the enlisted Marines' uniform was: Plain short coats of blue, and a red belt edged with red and trimmed up with the same with common

41. (Continued)
small naval buttons with blue pantaloons edged with red and red vests. Sergeants: The same color as above; the quality of cloth better, with yellow epaulettes. Musicians: Scarlet faced with blue and made in the same form as above. (Navy Gen. Let. Bk., I, to Jeremiah Yellott); on August 27, 1798 John Hall wrote from Charleston asking Commandant to "throw in a few sets of buttons for the uniforms of the officers" as he had "been under the necessity of having the common Naval buttons on" his own uniform; Should not "alter the uniform without a special order," and Gold Lace is particularly favored on any part of the uniform." (Burrows to Franklin Wharton, June 11, 1801). On January 26, 1799, the value of the various articles of uniform were as follows: Sergeants coat $7.13; Sergeants vest $2.25; Sergeants linen overalls $1.54; Sergeants woolen overalls $2.50; Sergeants shirts $1.42; Socks $0.09; Musics coat $7.13; Musics vest $1.50; Privates coat $4.88; Privates vest $2.00; Privates and musics shirts $1.25; Privates and musics woolen overalls $1.75; Privates and musics linen overalls $1.40; and hats $1.50. The uniform of the corporals was probably the same as that of the sergeants. A money allowance for uniforms undrawn was allowed.

42. Burrows to Edwards, January 9, 1799.

43. "As to hair powder, you are to get it from the purser, and if the Captain won't allow it you must go without but the law has provided for their receiving it" (Burrows to Llewellyn, May 27, 1800); "in speaking of hair powder it is only meant flour and on all particular occasions, it is allowed to all the Marines" (Burrows to Llewellyn, June 14, 1800).

44. Burrows to McNeil, March 28, 1800; Burrows to Clinch, March 31, 1800; Burrows to Strother, March 31, 1800; "the coats will cost $4.00 each" (Burrows to Williams, May 9, 1800); "the pantaloons are edged with red" (Burrows to Edward Hall, May 20, 1800); "the overalls are edged with red"(Burrows to Strother, April 29, 1800); "no winter clothes are to be allowed them till first day of November" (Burrows to Clark, September 20, 1800); "a coat is made of Russia Duck lapelled with a skirt about six inches long, bound with Red Ferret and a red cape of cloth. Two buttons on each side of the lapell" (Burrows to Lemuel Clark, May 9, 13, 1800).

45. Navy Gen. Let. Bk., I, 229-230, Secretary of the Navy to Ebenezer Jackson, Savannah, Ga., September 12, 1798, 229-230, 321-323.

46. Watch coats - "one coat for every two Marines." (Secretary of the Navy to Higginson, December 3, 1798, Navy Gen. Let. Bk., I, 417-418; Burrows to Higginson, December 29, 1798.

47. Sergeants wore "yellow epaulettes." (Secretary of the Navy to Yellott, July 20, 1798); "Epaulettes are made of yellow silk" (Burrows to Higginson, December 29, 1798; "two yellow silk epaulettes to each sergeant and one to each corporal." (Let. October 26, 1798); See also The Marine Corps Builder, May, 1922, 18-19.

48. "Sergeants swords have brass handles"(Burrows to Higginson, December 29, 1798).

49. Marine Corps Archives.

50. See Marine Corps Gazette, September, 1919, 267; Lieut. Newton Keene requested permission to retain a surrendered deserter, as a "servant" (Keene to Burrows, November 5, 1804); See Act of July 6, 1812; Regulations, War Department, 1812; Act, March 16, 1802 allowed one additional ration to every officer keeping a servant not a soldier of the line; Act of March 30, 1814 referred to waiters.

51. Officers were allowed one cord of wood a month from October 1 to April 1, and ½ cord from April 1 to October 1. (Let. June 14, 1800).

52. Naval Hospitals were maintained. (See Navy Let. Bk., Treasury, I, 242) and pay was deducted from seamen and Marines for their maintenance. (Navy Let. Bk., Treasury I, 293, 300). Act of 1799 provided for deduction of 20 cents monthly from pay of officers, seamen and Marines for Naval Hospitals. (Nav. Inst. Proc., XXXII, 1310).

53. On August 1, 1798 Major Burrows informed the Secretary of the Navy "of the terms of a contract entered into by him with" Spillard, "for rations for the said Corps, which I approve of," (Navy Let. Bk., Treasury, I, 82); "The ration of Bread and Spirits appear with unfailing regularity, the one usually stale and the other always good." (Hollis, The Frigate Constitution, 19-20); On May 23, 1800 Sec. Navy wrote William Pennock, Norfolk, Va., that "a most extravagant account for supplying the Marines at Norfolk with rations has been exhibited" by the contractor. "He charges 22 cents for rations and four cents for small rations. What is meant by 'Small Rations?' Ask him to "explain what he means by 'Small Rations.' The Marines on shore are entitled to Army rations, and those are contracted for to supply all the Troops in Virginia at 13 cents 7 mills. If the Marines at Norfolk cannot be

53. (Continued)
supplied on the same terms or at most 16 cents, I request that you order immediately all those quartered there not belonging to any ships in that port up to Baltimore, and Norfolk should not be considered a place of rendezvous for Marines." (Navy Gen. Let. Bk., III, 382-383); See in this connection the Act of March 27, 1794 that outlined the component parts of the ration.

54.

	Act, May 2, 1799	Act, May 10, 1800
Pay and rations.....	$179,798.00	$102,752.60
Clothing.....	29,594.87	33,530.74
Military Stores.....	25,951.51	12,277.88
Contingent expenses.....	2,444.00	13,844.00
Total.....	$237,788.38	$162,405.22

Contingent expenses in 1799 included "Bounties and premiums", while in 1800 it included quartermasters, barrack-masters, and hospital stores, and bounties and premiums. For appropriations in 1797 and 1798 See Acts of July 10, 1797 and March 27, 1798.

55. See Act of March 2, 1799, Sec. 6.

56. Leader: William Farr, January 21, 1799 (or earlier) to November 22, 1804; Charles S. Ashworth, November 24, 1804 to October 16, 1816; Neal Gillis, June 1, 1800 (or earlier) to at least June, 1803; Antoine Duplessis, from at least August, 1804 to an unknown date; Neal Gillis, September 15, 1805 to December 6, 1805; Antoine Duplessis, January 1, 1806 to an unknown date; Francisco Pulizzi, October 1, 1806 to an unknown date; Antoine Duplessis, May 26, 1807 to May 20, 1809; Francisco Pullizzi, June 1, 1809 to June 8, 1812; Venerando Pulizzi, June 10, 1812 to July 13, 1824.

57. On November 23, 1798, Sec. Navy wrote Tench Francis that "Major Burrows wants drums and fifes for the Marine Corps. I Pray you to have 32 drums and as many fifes complete, procured and deposited with Captain Gill for the Marine Corps."; For published information about the Marine Band See D.A.R. Mag., March, 1925, 155-159; Nav. Inst. Proc., April, 1923, 581-586; Twenty-fifth Ann. Reorg. Band, March 4, 1924, Program; Wash. Star, April 5, 1925 (Haskins); Cong. Rec., January 10, 1925, 1713-1715.

58. D.A.R. Mag., March, 1925, 157-158; Universal Gazette, July, 1800; Philadelphia Gazette and Daily Advertiser, July 5, 1800; Claypoole's American Daily Advertiser, July 7, 1800; Centinel of Liberty, or Geog. and Wash. Ad., July 11, 1800.

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