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**Early History
of the
United States Revenue Marine Service
or
(United States Revenue Cutter Service)
1789-1849**

**by
Horatio Davis Smith
Captain Commandant, U.S.R.C.S.**

**edited by
Elliot Snow**

**A Coast Guard Bicentennial Publication
Washington, D.C., 1989**

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WITH THE
NAVAL HISTORICAL FOUNDATION

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A Bicentennial Publication

Preface

The United States Coast Guard is almost as old as the nation itself. The service's bicentennial is in 1990. The exploits of the early Coast Guard ships, known as Revenue Cutters, is a fascinating but often overlooked chapter in America's maritime history. Revenue Cutter sailors enforced customs laws, fought the French and English, battled pirates and slavers and much more.

Captain Smith's book is one of the best works available on the early history of the Revenue Cutters. It is a lively account of the service's first sixty years.

To commemorate the Coast Guard's bicentennial, the Naval Historical Foundation has graciously allowed the Coast Guard to reprint the book.

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PREFACE

THE manuscript of this Early History of the United States Revenue Marine Service,—or as that service is known today, the U. S. Coast Guard, came to light in a fortuitous way which is not without considerable interest. A little over four years ago, that was early in 1926, while searching the records of the Navy Department for data on an historical bell, salvaged from *H. M. S. Guerriere*, by a midshipman and placed on board the U. S. Frigate CONSTITUTION, an abstract dealing with this incident was found which commenced with the following words:

"About two years ago Capt. Henry (sic) D. Smith of the U. S. Revenue Service wrote a series of articles entitled *On the Deck of Old Ironsides*, which were published in a weekly journal of this city,—*The Boston True Flag*. One of these articles was called "*How She Lost and Gained a Bell*."

The Navy Department's archives—i.e. Those of the Historical Section, under the Director of Naval Intelligence,—also contained a letter written on March 30, 1905 by the late Horatio D. Smith which definitely established the authenticity of the tradition surrounding the *Guerriere-Constitution* Bell incident. The search for the immediate heirs of the writer of these two letters, led the Editor to make two visits to the home of Captain Smith's widow in Oyster Bay, Long Island.

On the occasion of the first visit, about two-thirds of the MMS of "On the Deck of Old Ironsides" was loaned to the visitor but no mention was made of the existence of a long hand copy—a veritable manuscript—of this History. That did not come to light until the second visit made a year and a half later, at a time when the household was being broken up under very sad circumstances. The offer of the manuscripts for safekeeping, and subsequent use was accepted. Had this not have been done it is probable that the entire MS would have been burned or completely lost. The latter part, dealing with the period subsequent to 1846 had been destroyed but a few days before.

Horatio Davis Smith was born January 28, 1845, at Foxboro, Mass., and prior to his entry into the Service of the Coast Guard he was an Acting Master's Mate in the Navy from October 26, 1864, to June 8, 1865, serving with

honor on the U. S. S. SAVANNAH and U. S. S. MATTABASETT. He was appointed in the Revenue Cutter Service (Coast Guard) from Massachusetts in July, 1867, and was commissioned as a second lieutenant (now lieutenant, junior grade) on July 20, 1870. He was an able and efficient officer and served with credit on practically all stations of the Service. He commanded the Coast Guard cutter PERRY on its historic voyage from New York to San Francisco in 1895, and while calling at Callao, Peru, his vessel was held in readiness to meet any emergency that might arise in protection of American lives and property at that post during an uprising. After completing the 15,000-mile voyage to San Francisco, he refitted his ship within 20 days and sailed for duty in the Bering Sea. During the Spanish-American War he was assigned to the command of the Coast Guard cutter MORRILL, which cooperated with the Navy. He was retired on January 28, 1909, upon reaching the age of 64 with the rank of Captain Commandant, one grade higher than Senior Captain, the rank he then held, on account of Civil War Service in accordance with the Act of April 16, 1908, he having served with honor and distinction for over 42 years. He died at Flushing, New York, on May 4, 1918.

This abstract was very kindly furnished from the Headquarters, United States Coast Guard.

Captain Smith, under his own name, contributed many articles to "The United Service," a well known American publication of half a century ago. The "first series" of this publication, commenced in January, 1879, the "second series" in January, 1889; and the third, January, 1902. In Volume III of the first series will be found the Historian's earliest published writings on the United States Revenue Marine (apart possibly from contributions to the daily press). Nearly ten years later he wrote on the U. S. Revenue Service (Vols. II and III of the second series). In Vol. VI of the second series, the "History of the United States Frigate CONSTITUTION" is commenced. It is very different from "On the Deck of Old Ironsides," which remains as yet unpublished. In all, some fourteen articles were contributed by him to *The United Service*. Among

these were "Captain John C. Webster"; "The Harriet Lane" and "Celebrated Figureheads of Historical Ships."

Now and then, Captain Smith chose to write under a *nom-de-plume*. "The Reminiscences of the Old Navy" published by the *Army and Navy Register* in 1883 were signed "Union Jack," as were also several open letters written to the *Army and Navy Journal* at the time protests were being registered in the public press against the consolidation of the Revenue Cutter Service with the United States Navy. At another time he signed as "Justice and Fair Play."

A very stirring incident entitled "Hall's Crime" was published by him (as "The Mariner") in the *San Francisco Examiner* (1879). It dealt with the escape of a criminal on the English-China steamer *Oceanic*, whose Captain refused to stop on the high seas in response to a signalled request from the U.S.R.C. JOHN F. HUNTLEY, H. D. Smith commanding.

In his "Reminiscences of the Old Navy" many are the "Deeds of Valor" he has recorded of notable officers of the United States Navy and the Revenue Marine Service. "The Blue and

Gray" published (in 1893) his story of "With Farragut on the Hartford." Here again he chose to write as "Union Jack."

Some eight or ten valuable scrap-books, kept by Captain Smith, are extant, from which a vast amount of interesting historical narrative may be culled. After his death these and a number of his books and papers were kept carefully and cherished by his only daughter, now deceased. Credit is due to her, as well as to her mother, for having preserved the manuscript now being published. It has been a real pleasure to play the part of Editor, and helping in that, and other ways to perpetuate the memory of a gallant officer and one of the staunchest protagonists who ever wore the uniform of the United States Revenue Cutter Service, whose name will ever be associated with the History of the oldest maritime service of the United States—The late Horatio Davis Smith, Captain Commandant, U. S. Coast Guard.

ELLIOT SNOW,

Rear Admiral (CC) U.S.N. (Ret.)
Trustee Naval Historical Foundation.
Bryn Mawr, Pa., April 30, 1930.

CHAPTER I.

ORIGIN AND MATERIAL REQUIREMENTS OF THE SERVICE, 1789-1799.

Circular from Secretary of Treasury to Collectors of Customs—The Secretary's views—Bill presented to Congress—Estimates of personnel, material and annual expense—General Lincoln, Collector at Boston writes regarding a revenue cutter—Instruction for constructing the MASSACHUSETTS—John Foster Williams, formerly of the Colonial Navy to superintend construction—First list of Officers and Cutters—First ration established—Description of Cutter MASSACHUSETTS—MASSACHUSETTS put into service, 1791-1796—Dimension of the SCAMMEL built at Portsmouth—Treasury Department Circular of 1791 to Collectors—Instructions to Commanders of Cutters, 1791—Revenue Cutter Officers deemed to be officers of the Customs—Principal points of law in enforcing revenue—Matters of navigation—Oath to support the Constitution—List of Commanders of Vessels—Fourteen vessels built—Pay bill of 1796—Oliver Wolcott, Jr., reports on condition of revenue cutters—Restraining the sailing of armed merchant vessels—Armament for vessels of the Navy, Revenue Marine and merchantmen—Enmity of European powers—Additional revenue cutters.

ALEXANDER HAMILTON, the first Secretary of the Treasury, originated and founded the Revenue Cutter Service of the United States. At the early age of 32 he was in charge of the Treasury portfolio, and was at once impressed with the importance of creating a substantial guard, by which the customs revenue of the young republic would be enhanced, and illicit trading, along a coast, from its formation and extent, presenting unusual favorable opportunities, would be attended by increasing danger and risk by the unprincipled and adventurous trader.

The Secretary writes from the Treasury Department, established at the time as follows:

Treasury Department,
New York, Oct. 2, 1789.

Sir: You will doubtlessly have observed that it was in the contemplation of Congress to employ boats for the security of the Revenue against contraband. I shall be glad to have your ideas of the expediency of employing them in your quarter, and (if any appear to you

necessary) of the number and kind you deem requisite, their armament and probable expense. Should any have been in use under the State regulations, I desire they may be continued and that I may be advised with accuracy of the nature of their establishment.

I am sir, your obedient servant,

Alexander Hamilton,
Secretary of the Treasury.

This document was issued as a circular, and forwarded to the various Collectors of Customs, in order that their ideas might be obtained and a service modelled that would meet the requirements of the different portions of the country. It was the subject of deep thought and mature deliberation on the part of the youthful Secretary, who in creating this branch of the Government and specifying the peculiar duties pertaining thereto, had a delicate and arduous responsibility to discharge towards his fellow citizens. The Treasury was in anything but a plethoric condition, the country at large was struggling with the burden and hardships incidental to a long and exhaustive struggle for liberty and national existence, while a large majority, imbued with new born ideas relative to independence and freedom of action, looked with enmity and disfavor upon the creation of a corps, whose particular province it would be to exercise a strict police espionage over maritime affairs and shipping interests.

The Secretary's views finally assumed definite shape, the organization being strictly original, and not modelled after similar establishments that had existed for years in Europe.

The bill as presented to Congress for its consideration was popularly known as "*An act to regulate the collection of the duties imposed by law on the tonnage of ships or vessels, and on goods, wares, and merchandise, imported into the United States.*"

Section Five states, "This section contemplates a provision of boats, for securing the collection of the revenue; but no authority to provide them is anywhere given. Information, from several quarters, proves the necessity of having them; nor can they, in the opinion of the Secretary, fail to contribute, in a

material degree, to the security of the revenue, much more than will compensate for the expense of the establishment; the utility of which will increase in proportion as the public exigencies may require an augmentation of the duties. An objection has been made to the measure, as betraying an improper distrust of the merchants, but, that objection can have no weight, when it is considered that it would be equally applicable to all the precautions comprehended in the existing system; all which proceed on a supposition, too well founded to be doubted, that there are persons concerned in trade, in every country, who will, if they can, evade the public duties for their private benefit. Justice to the body of the merchants of the United States demands an acknowledgement that they have, very generally, manifested a disposition to conform to the national laws, which does them honor, and authorizes confidence in their probity. But every considerate member of that body knows

that this "confidence" admits of exceptions, and that it is essentially the interest of the greater number that every possible guard should be set on the fraudulent few, which does not, in fact, tend to the embarrassment of trade.

The following is submitted as a proper establishment for this purpose:

That there be ten boats, two for the coasts of Massachusetts and New Hampshire, one for Long Island Sound; one for New York; one for the Bay of Delaware; two for the Chesapeake (these of course to ply along the neighboring coasts) one for North Carolina; one for South Carolina; and one for Georgia.

Boats of from thirty-six to forty feet keel will answer the purpose, each having one Captain, one Lieutenant, and six mariners, and armed with swivels. The first cost of one of these boats, completely equipped may be computed at one thousand dollars.

The following is an estimate of the annual expense:

10 Captains at 40 dollars per month.....	\$4,800
10 Lieutenants at 25 dollars per month.....	3,000
60 Seamen at 8 dollars per month	5,760
Provision	3,000
Wear and Tear	2,000
	\$18,560

The utility of an establishment of this nature must depend on the exertion, vigilance, and fidelity, of these, to whom the charge of the boats shall be confined. If these are not respectable characters, they will rather serve to screen, than detect fraud. To procure such a liberal compensation must be given and, in addition to this, it will, in the opinion of the Secretary be advisable that they be commissioned as officers of the Navy. This will not only induce fit men the more readily to engage, but will attach them to their duty by a nicer sense of honor.

All of which is humbly submitted,

Alexander Hamilton,
Secretary of the Treasury.

Such was the argument and language, in full, made use of by Secretary Hamilton in presenting to Congress his plan for establishing the Revenue Cutter Service, and for simplicity and force, is

well worth the space accorded it. It was submitted to the House of Representatives April 23, 1790, attracting considerable attention, and creating a lengthened debate, which finally resulted in a bill passing both Houses authorizing the building of ten vessels, containing, each, one master, not more than three mates, four mariners, and two boys.

No. 2.

For the establishment and support of ten cutters

Deficiency in the appropriation heretofore made for building and equipping ten cutters, it appearing that some parts of the United States will require vessels of larger size than were contemplated; also a farther sum, which is necessary to provide a large boat for each cutter \$2,000.00.

Pay and rations, in conformity with the act of Congress, viz:

10 Masters at \$30 per month.....	\$ 3,600.00
10 First Mates at \$20 per month	2,400.00
10 Second Mates at \$16 per month	1,920.00
10 Third Mates at \$14 per month	1,680.00
40 Mariners at \$8 per month	3,840.00
20 Boys at \$4 per month	960.00
54,750 rations at 9 cents	4,927.50
Wear and tear	2,000.00
	\$21,327.50
Total.....	23,327.50

General Lincoln, first Collector of the Port of Boston, appointed under Washington, and remaining in office 20 years, thus writes to Secretary Hamilton relative to a Revenue Cutter.

Boston, Dec. 4, 1790

Sir: In your letter of the 22d ulto. you refer to several letters which I have written, but do not mention the one on the subject of a cutter. I am apprehensive, therefore, that you have not received it. If you have not, I will hereafter repeat the idea. I hardly think

Captain Tucker would join as a lieutenant under Captain John Foster Williams, as he is the senior officer. He wishes to command.

I am, your very obedient servant,

Benj. Lincoln,
Collector.

The Senate having requested the Secretary to furnish a list of Cutters and officers, that official responded as follows on February 26, 1793, and is the first document of the kind ever furnished from the Treasury Department.

Revenue Cutter "Scammel," station, New Hampshire.

<i>Officers Name</i>	<i>Rank</i>	<i>Date of Commission</i>
Hopely Yeaton	Master	March 21, 1791
John Parrott	Second Mate	March 21, 1791
John Adams	Second Mate promoted second quarter	Dec. 19, 1791
John Adams	Third Mate	Dec. 25, 1791
Samuel Hobart, Jr.	Third Mate, in second quarter	Dec. 19, 1791

Revenue Cutter "Massachusetts," station, Massachusetts

John Foster Williams	Master	March 21, 1791
Hezekiah Welch	First Mate	March 21, 1791
Nathaniel Nichols	Second Mate	March 21, 1791
Sylvanus Coleman	Third Mate	March 21, 1791

Revenue Cutter "Argus," station, Connecticut

Jonathan Maltbie	Master	March 21, 1791
George House	First Mate	March 21, 1791
Jeremiah Greenman	Second Mate	Aug. 22, 1791
Edward Perkins	Third Mate	Dec. 18, 1792

Revenue Cutter "Vigilant," station, New York.

Patrick Dennis	Master	March 21, 1791
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Revenue Cutter "General Green," station, Pennsylvania.

James Montgomery	Master	March 21, 1791
Isaac Roach	First Mate	March 21, 1791
Charles Nuttle	Second Mate	Aug. 6, 1791
William Dutton	Third Mate	June 22, 1792

Revenue Cutter "Active," station, Maryland.

David Porter, appointed Master of the *Active* August 5, 1792, vice Simon Gross.

Revenue Cutter "Virginia," station, Virginia.

Richard Taylor	Master	March 21, 1791
John Lusty	First Mate	March 21, 1791
Wm. Ham	Second Mate	Aug. 13, 1791
Bathurst Dangerfield	Third Mate	Aug. 13, 1791

Revenue Cutter "Diligence," station, North Carolina.

William Cook	Master	April 25, 1791
Joseph Wallace	First Mate	April 25, 1791

Revenue Cutter "South Carolina," station, South Carolina.

Robert Cochrane	Master	May 8, 1791
Hugh G. Campbell	First Mate	June 10, 1791

Revenue Cutter "Pickering," station, Georgia.

John Howell	Master	May 20, 1791
Hendrick Fisher	First Mate	May 20, 1791
John Wood	Second Mate	May 20, 1791

The Secretary on October 1, 1790, instructed the Collector of Customs at Boston as follows:

"It appears indispensably necessary that the Revenue boat for the coasts of Massachusetts and New Hampshire, should be of such size as to be able to stand the trials incidental to the eastern navigation. The Service must certainly be well executed. The want of a few tons in the burthen will often occasion loss of revenue, and on some trying occasions may prove fatal to the vessel herself, and the lives of those on board her. From these considerations, I am induced to instruct you to agree with some person or persons in the State of Massachusetts, for the building and fitting of a good cutter, of such size, as in the opinion of experienced pilots, commanders of vessels, and merchants, is deemed necessary to enable her to keep your coast in the winter season. The necessary regard to economy as to the whole appropriation to this object, requires that you render the cost as moderate as possible. In order to enable the builder to agree upon the lowest terms, advances of money may be made on sufficient security. I wish every step to be taken to hasten the preparation, but the work is not to be commenced until one of the officers shall be appointed to superintend the building. The names of several persons, suitable for the officers, are before the President, and his determination will therefore shortly be known. I wish much, that you may find the intrinsic value of the Boston sail cloth will justify a purchase fit for this purpose, but I must leave it in your judgment, who are on the spot, after expressing my wishes as above. Your other observations and informa-

tion will be duly attended to in the course of the business, etc., etc.

John Foster Williams, who had commanded vessels in the Colonial Navy during the War of the Revolution, who had fought a number of desperate engagements, and won for himself a brilliant page in history, was commissioned by President Washington, a captain in Revenue Cutter Service, and ordered by Secretary Hamilton to superintend the building of the Cutter MASSACHUSETTS, the keel of which vessel had been laid down at Newburyport, in the yard of Searle and Tyler, the lowest bidders in contracting for the same.

A desire to economize in the establishment of the Revenue Cutter Service, cutting down all expenses to the lowest possible mark, and enjoining upon officers the necessity of seconding his efforts, pervades all the correspondence of the Secretary.

After the construction of the MASSACHUSETTS had commenced he wrote to the Collector at Boston:

"I acknowledge receipt of your letter in which is mentioned a cutter of 64 tons as thought of for "your coast," terms \$23½ per ton, price satisfactory, but would like to have size reduced, if the state of construction of cutter now building at your port will permit. Reduce her tonnage if it can be accomplished with safety. The New York cutter is to be of 47 or 48-foot keel, straight rabbit, 15-foot beam, 4½-foot hold and about 35 tons, and she is thought quite equal to the trials of the coast which are at times extreme. The cutter building at Hampton is of the following dimensions: 40-foot straight rabbit, 17-foot beam and 6½-foot depth of hold, measures 47 tons, and there has been

no suggestions of doubt as to her efficiency, although there are gales more severe than some of those on that station."

The Secretary goes on to say to try and induce bullder to modify his plans, and to leave out of the contract one of the boats, her tackle davits, etc., "and such other things as can be omitted and spared in the supplies or finishing."

Mr. Welch, 1st mate; Mr. Nichols, 2d mate, and Mr. Coleman, 3d mate, were now ordered to the vessel as assistants to Captain Williams who was compelled to proceed from place to place, inspecting material and was necessarily absent from the shipyard a large portion of the time. Methods of traveling were slow and crude, roads were poor and often times impassable, material necessary for the construction of the vessel had to be procured as best it could, and the progress of ship-building was a tedious and exasperating undertaking.

One bill presented by Captain Williams is as follows:

The United States, to John Foster Williams

1791,
July.)

To my expenses to and from New-Dr. buryport in the stage.....	\$ 15.00
To my board 13 weeks at \$3..	39.00
To 3 weeks and 5 days' board for Mr. Welch	9.50
To 8 weeks' board for Mr. Coleman	10.00
To 2 weeks' board for Mr. Nichols	4.00
To my wages from Oct. 21st, 1790 to March 21st, 1791, 5 months, at \$30.....	150.00
To 150 days at 3 rations, 650 at 12c	54.00
	\$279.50

Boston, Sept. 15th, 1791.

Errors Excepted.

The component parts of the first rations in the Revenue Cutter Service was fixed by Alexander Hamilton in a circular of the date of September 21st, 1791.

"It being necessary to fix the value at which the additional rations for the officers of the cutters are to be paid for, the Collector of Customs is hereby instructed and authorized to allow officers under his agency the sum of 9 cents for every ration they shall not draw. Also to allow the Captain of each

and every Revenue Cutter a like sum for all other rations, provided he will engage for the same, to furnish the component parts not less than those specified, viz.—1 lb. of beef or $\frac{3}{4}$ of pork, 1 lb. of bread or flour, half gill of rum, brandy, or whiskey, 1 quart salt, 2 quarts vinegar, 2 lbs. soap, 1 lb. candles for 100 rations."

On November 17th, 1791, the Secretary concluded to change the method governing rations. The price was not to exceed 12 cents for each man per diem, and the Captain or any person who would take the contract, was allowed to furnish the articles. The Secretary hoped the plan would be satisfactory to the Collector, seamen and consistent with the proper management of the public service. If the rations could be procured for less than 12 cents, the collector was instructed to act accordingly. Officers were to receive the same articles or stipend as the seamen. Rations to commence from the date of the commission. All the compensation that could be allowed previous to joining cutter. Accounts prior to the time prior to date to commission to be rendered to Auditor of Treasury with testimonials of having been engaged and actually in service. The amount of accounts thus rendered to be subject to the Examining and Accountant officers of the Department who would determine how far they could be legally admitted.

The Secretary by circular letter of July 8th, 1791, authorized the Collectors to attend to the disbursements of cutters, and to pay the officers, and on the 14th of same month forwarded form of commissions for the different grades of officers. Letters to the Collectors on Revenue Cutter business were addressed to Collector of Customs, Agent for the Revenue Cutter on the Massachusetts Station.

From the following letter of Collector Lincoln's to Secretary Hamilton, it would appear that Captain Williams in his anxiety to obtain from the builders a fine and creditable vessel, allowed his zeal to exceed the limits and intent of Department instructions concerning the dimensions of the cutter:

Boston, July 23rd, 1791.

Hon. Alexander Hamilton,
Secretary of the Treasury,
New York City.

Sir: Agreeable to your orders, I have sent you a description of the cutter

MASSACHUSETTS, built at Newburyport, in the commonwealth of Massachusetts, in the year 1791. She has one deck, two masts, her length is fifty feet above her upper deck. Her depth is seven feet eight inches, breadth seventeen feet eight inches. She measures seventy and forty-three ninety-fifths tons. She is a square stern schooner, has quarter badges, and an Indian's head for figure head. She has a long quarterdeck and a deep waist.

You will observe that the cutter is much larger than I contracted to have her. This is caused by her being much deeper than is mentioned in the contract. When Captain Williams went to inspect her, I wrote to the builders, and permitted them to make any little alterations in finishing as Captain Williams might direct, but so as to never augment the price of the vessel.

The first wish Captain Williams expressed was to lay the deck five inches higher than in the original plan. With this request the carpenter complied, hence the vessel is much bigger than was expected or wished for. The builders, notwithstanding my letter to them, directing that they must not do anything which should increase the price of the vessel, had hope, as they now say, that an allowance would be made them. Now finding this to be inadmissible, they propose to build another vessel, and receive this back when the other shall be fitted for the sea. I hope they will pursue their present intention, for this vessel is bigger than is needed. I find that the masters of the cutters are allowed 3 rations per day, and the mates 2. The officers will take care to supply themselves, and receive the money of me. What must they receive for each ration? I have allowed them 12 cents a ration, the same price which is given for the support of the soldiers here for time back. The officers complain that while at Newburyport, fixing the vessel, they were involved in an expense much above the value of 24 cents per day. Can I make them an allowance, and can they be allowed anything besides their pay while waiting on board the vessel, before fitted for the sea? Is it expected that the sailors be confined to the same rations to which the soldiers are? If they are to have rations in manner of land troops, by whom are they daily to be issued?

I am your very obedient servant,

Benjamin Lincoln,

Collector.

Again the Collector writes under date of August 31st, 1791:

"When I replied to your last letter that I had contracted for the cutter to be built in this State, I mentioned that she was to be completely fitted for the sea, that is, with rigging, sails, boats, etc., for \$1,440. After Captain Williams was appointed master he suggested to me his wish that there might be some deviation from the plan I had given and in which the agreement was founded. On this I wrote to the builders that they might grant the wishes of Captain Williams, but that they must always bear it in their minds, that they must not, as they regarded their own interests, do anything to augment the expenses, for no additional allowance could be made them. Notwithstanding this caution, they attended so far, to the requests of Captain Williams as to increase the size of the vessel about 17 tons, besides she is ornamented with a handsome head and quarter badges, and a considerable carved work about her stern. After the vessel was finished the builders wished me to see their accounts. I told them as I could not make any allowance, it would not be of any importance, and therefore declined examining them. I understand how that vessel cost them about \$2,050 (\$600 more than the contract). As I could not make them any allowance for the extra expenses, they wished to build another vessel smaller, and receive this back when the second should be finished and delivered.

"I did not feel myself authorized to close with them on their proposition. I think, notwithstanding that it would be for the interest of the United States to do it. This vessel is really too heavy for the number of hands assigned her. A vessel of the size first mentioned, about 50 tons, would in my opinion, be much better than the one we now have, all circumstances considered, as she would be big enough to answer every purpose, and the expense of repairs much smaller. If the builder should build a small one, they will, I think, build her at the rate of \$1,000 per 63 tons and 63/95. This will reduce the expenses, and bring down nearer to your wishes."

Whatever talents Collector Lincoln may have possessed, as a Major General in the Continental Army, he certainly does not appear to advantage in his role of chief superintendent in building a Revenue Cutter. It is plain he was no

sailor, depending largely upon the knowledge and views of those by whom he was surrounded, and that Captain Williams succeeded, to use a nautical phrase, in obtaining the "weather gauge" of the old gentleman, is very apparent. The Collector was very much exercised and worried over the affair, evidently expecting a reprimand from the Secretary, for the indifference that had been displayed regarding his oft repeated commands and warnings respecting economy and keeping well within the limits of the appropriation.

Secretary Hamilton wrote to the Collector on Sept. 16th, 1791, saying, it would be agreeable to him if the builders received back the cutter, upon the delivery of one equally as good, but does not wish to interfere with the judgment of those on the spot. The smaller the vessel, the more cheaply she could be maintained, and would be more manageable with the hands allowed.

Captain Williams, however, was shrewd enough to have his ideas of what a cutter should be, adopted over the more conservative views of the soldier Collector, and the MASSACHUSETTS was finally accepted. She was in commission from 1791 to 1796 when she was sold, and MASSACHUSETTS No. 2 launched, remaining in existence from 1798 to 1803, giving way in her turn to MASSACHUSETTS No. 3, who terminated her career in 1819.

Following was the dimensions of the New Hampshire Revenue Cutter SCAMMEL:

Port of Portsmouth,
State of New Hampshire,
August 24th, 1791.

This certifies that I have surveyed and measured the Revenue Cutter built within this District, commanded by Captain Hopely Yeaton—which vessel has two masts, one deck, short quarter-deck, low waists with rails fore and aft, and schooner rigged. Her length from the fore part of the bow to the after part of the stern is 57 6/10 feet, breadth 15 8/10 feet, and depth 6 5/10 feet. She measures 51 tons and 81 feet. Given under my hand, the 24th of August, 1791.

WILLIAM MARTIN, Surveyor.

The first charges preferred against any officer in the Revenue Cutter Service occurred on board the MASSACHUSETTS December 7th, 1793. The offender was a third lieutenant, and he was summarily dismissed from the

Service. The details were briefly stated by Captain Williams:

On board the Revenue Cutter
MASSACHUSETTS,
Boston Harbour, Dec. 7th, 1793.

I beg leave to lay before you, the enclosed charges against Mr. Salvanus Coleman, third mate of the Revenue Cutter MASSACHUSETTS, and ask your advice, I am with respect,

Your obedient, humble servant,

JOHN FOSTER WILLIAMS.

Benj. Lincoln, Esq.

Charges brought by John Foster Williams, Commander of the Revenue Cutter MASSACHUSETTS, against Mr. Salvanus Coleman, third mate of said cutter.

- 1st For speaking disrespectful of his superior officers in public company.
- 2d. For insulting me on board, and before company, and not paying a proper respect to his superior officers on board.
- 3d. For keeping bad women on board the Cutter in Boston, and setting a bad example to the men by ordering them to bring the women on board at night, and carrying them on shore in the morning.
- 4th. For writing an order in my name, on Mr. Welch, their commanding officer on board Revenue Cutter MASSACHUSETTS, Boston Harbour, Dec. 7th, 1793.

JOHN FOSTER WILLIAMS.

The following letter was sent by Secretary Hamilton to the several Collectors, accompanying the first letter of instructions ever issued to commanders of Revenue Cutters. They are interesting, and as valuable now as then, and should be printed, that the officers and the Service might read and profit thereby.

Circular

Treasury Department, New York,
June 1st, 1791.

Sir:

I have this day written to the Captain of the Revenue Cutter built for the Massachusetts station, and I enclose you the letter unsealed, which you will deliver to him open, after you have caused a copy of it to be made and kept for your information. It will also be proper that you retain a copy of my circular instructions to him which are likewise transmitted unsealed.

You will perceive that I have for the

present thought it expedient to commit the business of the supplies and repairs of the cutter, to the Collector of the port, most convenient to the station. In executing this duty, I shall hope for the strictest economy in the disbursements which may be found consistent with the safety and comfort of officers and men, and the effectual execution of the public service.

The establishment not being entirely agreeable to even members of the Committee, it will require uncommon care that it be not rendered more objectionable by any unnecessary expense. A list was transmitted to me by the commander of one of the Revenue Cutters, and after some correction was returned to him with permission to procure them. You may supply Captain Williams with such of them as appear necessary. I request that they may be bought on the lowest terms for cash. The discounts on most goods purchased for ready money are considerable, and I wish the public to enjoy the benefits of that kind of dealing. As this letter is circular, and some of the Collectors to whom it is addressed may not be experienced in the supplying and equipping of vessels, I recommend occasional consultation with some suitable person, if known, judicious, and economical, who has been or is a merchant or master of a vessel, or both.

In regard to provisions, you will take care that the cutter be properly supplied with them. Fresh provisions will often be the cheapest, and therefore the supply may be in a sufficient degree made up of them, while in port, but as cruises on the coast subject vessels to be blown off to a great distance sometimes, even to the West Indies, it will be always proper that they have salted meat, with biscuit and water on board, sufficient to subsist them, in case of such an accident.

As public vessels cannot be registered or recorded, agreeable to the Act of the 1st of September, 1789; it will be proper that a description of the cutter be transmitted to the Treasury in order that a proper instrument in lieu of a register be furnished. This description must be in every particular as minute and accurate, as in the case of merchant ships. The Act of Congress extends the hands that may be employed on board to 4 men and 2 boys, but as it is very desirable to observe all possible economy, which the Service will admit, you will

ship only such number as on consideration may be found really necessary.

ALEXANDER HAMILTON.

Secretary of the Treasury.

The letter of instructions to the Commander of Revenue Cutters is full and voluminous, and is worded as follows:

Treasury Department,
June 4th, 1791

Sir:

As you are speedily to enter upon the duties of your station it becomes proper briefly to point them out to you. Accordingly I send you a copy of the Act under which you have been appointed, and which are contained your powers and the objects to which you are to attend, and I shall add such observations as appears to me requisite to guide you in fulfilling the intent of that act.

It may be observed generally that it will be in a partial manner, the province of the Revenue Cutter to guard the Revenue laws from all infractions, or breaches, either upon the coasts or within the bays, or upon the rivers and other waters of the United States, previous to the anchoring of vessels within the harbors for which they are respectively destined.

Hence, it will be necessary for you *from time to time to ply along the coasts in the neighborhood of your station, and to traverse the different parts of the waters which it comprehends.* To fix yourself constantly or even generally at one position, would in a great measure defeat the purpose of the establishment. It would confine your vigilance to a particular spot, and allow full scope to fraudulent practices, everywhere else.

The 63d section of the act herewith transmitted, declared that the officers of the Revenue Cutters are to be deemed officers of the Customs, and enumerates certain powers with which they are to be invested. The 30th section treating of the same powers, that of demanding manifests and that of searching vessels, enters into some details concerning them. These sections require particular attention as marking the outline of authority and duty, but in the capacity of officers of the Customs you will possess some other powers, and be bound to perform some other duties which are not mentioned in those sections. You will have a right for examination, and it will be your duty to seize vessels and goods in the

cases in which they are liable to seizure for breaches of the Revenue laws, when they come under your notice, but all the power you can exercise will be found in some provisions of the law and it must be a rule with you to exercise none with which you are not clearly invested. In every case of doubt you will follow the advice of the officer to whom you will be referred in a separate letter. On points of importance which admit of delay you may correspond with the Secretary of the Treasury.

The 9th, 10th, 11th and 12th sections which relate to manifests will also require your particular attention. The clear observance of the provisions of these sections is considered as of material consequences to the Secretary of the Treasury, and ample time having been allowed for them to be generally known and complied with, it is now indispensable that they should be strictly enforced.

You will perceive that they are only required in respect to vessels belonging wholly or in part to a citizen or citizens, inhabitant or inhabitants of the United States. It is understood that by inhabitant is intended any person *residing* in the United States, whether citizen or foreign. The reason of this limitation is that citizens and resident foreigners are supposed to be acquainted with the laws of the country; but that foreign citizens residing in foreign countries, have not the same knowledge, and consequently ought not to be subjected to penalties in regard to a thing which they might not know to be necessary.

But since you cannot be presumed to know beforehand what vessels are owned in whole or in part by citizens or inhabitants, it will, of course, be your duty to demand the manifests of all indiscriminately, and to report those from which you do not receive them, to the Collector of the District for which they are respectively first destined. You will also keep a record of all the vessels from which you demand manifests, not only of those from which you receive them, and of the District for which they are bound, and you will at the end of every month (pursuing the division of the year by the calendar) send me an abstract of your records.

Careful attention is likewise due to the 13th and 14th sections of the act. It is of importance that vessels should not break bulk, or put out any part of their cargo even temporarily, previous

to a regular entry and permission obtained, except in cases of real necessity, to be duly reported and proved. You will observe that besides the penalties on the masters and mates of the vessels from on board of which any goods shall have been illegally removed, the master or commander of the vessel or boat into which they may be received, and all persons aiding in the removal, are liable to a forfeiture of treble the value of the goods removed, and the vessel or boat into which they may be received is also subject to forfeiture. *It is well known that one of the most extensive cases of illicit trade is that which is here intended to be guarded against--that of unloading goods before the arrival of a vessel into port, in coasters and other small vessels, which convey them clandestinely to land. Hence, the bare removal of goods from one vessel to another is made penal, though they may not have been landed. Nor will the pretext of their being intended to be replaced avail anything. The provisions of these sections admonish you to keep a careful eye upon the motions of coasting vessels, without, however, interrupting or embarrassing them unless where some strong ground of suspicion requires that they should be visited and examined.*

The execution of the 15th section of the Act essentially depends on the Revenue Cutters. It is easy to see that it would be dangerous to the revenue for vessels to be permitted to go at pleasure from one part of the United States to another without announcing themselves to some proper officer. Hence, though *each may proceed on her voyage from a more exterior to a more interior district to which she may be bound--yet none can go back from a more interior to more exterior Districts, or from one part of the United States to another without first reporting himself to the Collector of the District, in order that he may come under the notice and precautions of the law. Nor can this be deemed a hardship; seeing her report will not oblige her to unlade any part of her cargo, but she may afterwards proceed with it wheresoever she pleases.*

I have now noticed to you the principal parts of the law which immediately relate to the execution of your duty. It will, however, be incumbent upon you to make yourself acquainted with all the revenue laws, which concern foreign commerce, or the coasting trade—a knowledge of the whole spirit and tend-

ency of which cannot but be a useful guide to you in your particular sphere. You will observe that the law contemplates the officers of cutters in certain cases remaining on board of vessels, until they arrive at their places of destination; and with a view to this it is that so many officers have been assigned to each cutter. It is not, however, expected that this will be done in every case, and it must be left to the discretion of the commanding officer when it shall be done—when there is a vessel, the lading of which is of very great value, or which has any considerable quantity of goods on deck, or in other situations from which they can readily be removed; or where the nature of the cargo is such as to admit more easily a clandestine landing, or from the highness of the duties to afford a more than ordinary temptation, or where a vessel is bound to a very interior district up long bays or rivers, or when any suspicious circumstances appear; in these and the like cases, it will be well to let an officer accompany the vessel to her place of destination. The want of a manifest will be a circumstance in favor of so doing. It will not, however, be advisable to make known the circumstances under which it is deemed most peculiarly proper to use these precautions; as it might sometimes unnecessarily give offense. It may be always left to be understood, that it is the *practice* whenever the *state* of the cutter renders it convenient. You are empowered, amongst other things, to affix seals on packages found in certain situations. For this purpose, proper seals will be prepared and transmitted. Till they are required, any other may be made use of. The principal design of this provision is to identify the packages found in such situations.

It will be expected that a regular journal be kept in each cutter, in the same manner, as far as circumstances are applicable, as is practiced in sea voyages, and that all occurrences, relative to the execution of the laws, and to the conduct of all vessels which come under their notice, be summarily noticed therein, and that a copy of this journal to the end of each month be regularly forwarded to the Treasury.

It has also occurred that the cutters may be rendered an instrument of useful information, concerning the coast, inlets, bays and rivers of the United States, and it will be particularly acceptable if the officers improve the op-

portunities they have (as far as shall be consistent with the duties they are to perform) in making such observations and experiments in respect to the objects, as may be useful in the interests of navigation, reporting the result, from time to time to the Treasury.

While I recommend in the strongest terms to the respective officers, activity, vigilance and firmness, I feel no less solicitude, that their deportment may be marked with prudence, moderation and good temper. Upon these last qualities, not less that the former, must depend the success, usefulness and consequently *continuance* of the establishment in which they are included. They cannot be insensible that there are some prepossessions against it, that the charge with which they are intrusted is a delicate one, and that it is easy by mismanagement, to produce serious and extensive clamour, disgust and alarm.

They will always keep in mind that their countrymen are freemen, and, as such, are impatient of everything that bears the least mark of a domineering spirit. They will, therefore, refrain, with the most guarded circumspection, from whatever has the semblance of haughtiness, rudeness, or insult. If obstacles occur, they will remember that they are under the particular protection of the laws and that they can meet with nothing disagreeable in the execution of their duty which these will not severely reprehend. This reflection, and a regard to the good of the service, will prevent, at all times a spirit of irritation or resentment. They will endeavor to overcome difficulties, if any are experienced, by a cool and temperate perseverance in their duty—by address and moderation, rather than by vehemence or violence. The former style of conduct will recommend them to the particular approbation of the President of the United States, while the reverse of it—even a single instance of outrage or intemperate or improper treatment of any person with whom they have anything to do, in the course of their duty, will meet with his pointed displeasure, and will be attended with correspondent consequences.

The foregoing observations are not dictated by any doubt of the prudence of any of those to whom they are addressed. These have been selected with so careful an attention to character, as to afford the strongest assurance, that their conduct will be that of good officers and good citizens. But, in an affair

so delicate and important, it has been judged most advisable to listen to the suggestions of caution rather than of confidence, and to put all concerned on their guard against those sallies to which even good and prudent men are occasionally subject. It is not doubted that the instructions will be received as it ought to be, and will have its due effect. And that all may be apprized of what is expected you will communicate this part of your orders, particularly, to all your officers, and you will inculcate upon your men a correspondent disposition.

The 5th section of the Act, requires that all officers appointed pursuant to this Act, should take a certain oath therein specified. The Act of the 1st of June, 1789, requires that you should also take the oath to support the Constitution of the United States. These oaths, each of your officers must take before some Judge of the United States, if access can conveniently be had to one. If not, before some other magistrate, duly empowered to administer oaths, and a certificate from him, of the taking of it, must be transmitted to the Comptroller of the Treasury.

I am sir, your obedient servant,

ALEXANDER HAMILTON,

Secretary of the Treasury.

The above circular embodied the views of the Secretary concerning the Service he had created, the success of which was problematical, and over whose fortunes he watched with considerable solicitude. He was ever ready to listen to suggestions of officers tending to improve the corps, and stood ready to aid the elevation and improvement of the Service by personal influence and the ready eloquence, of which he was such complete master.

In February, 1792, Collectors were authorized by the Secretary to direct the movements of cutters, subject to instructions from the Treasury Department. The accounts and financial management of the Revenue Cutter Service, in the beginning, were kept in the Secretary's office.

On July 27th, 1793, upon representation from officers of the Service through the Secretary, that there were an insufficient number of men to perform the duties on the various vessels, the President consented to the full complement being allowed, in accordance with Act

of March 2d, 1793. An increase of pay was also granted, as follows:

That after the 1st of April, next, in lieu of compensation now established the master shall have \$40, and subsistence of a captain in the Army; 1st mate \$26, 2d mate \$20, 3d mate \$18, and subsistence of lieutenant in the Army and to each mariner, not to exceed \$10.

In 1792, the Secretary granted authority to the Collector to expend sums of money in keeping Revenue Cutters in repair, without first referring the items and necessity of incurring the expense to the Department.

The tonnage of the original Revenue Cutters has been greatly overestimated in accounts given by writers, more or less interested in the Service. The rig, tonnage, and guns as herein stated can be verified by original documents, and is therefore correct. They soon proved to be too small for the duties they were expected to discharge, and they fell into disrepute and were sold to make room for vessels better adapted to the increasing wants and importance of the Service.

The following vessels were built and purchased for the Service, and in every case were improvements on the original ten composing the fleet, both as regards size, accommodations, and armament.

THE BON PERE	in	1799
DILIGENCE, No. 2	"	1797
EAGLE	"	1797
GEN. GREENE, No. 2	"	1797
GENERAL GILMAN	"	1799
GOVERNOR JAY	"	1797
MARIA	"	1798
MASSACHUSETTS	"	1798
NORTH CAROLINA	"	1796
SCAMMEL, No. 2	"	1797
SOUTH CAROLINA, No. 2	"	1799
UNANIMITY	"	1798
VIGILANT	"	1801
VIRGINIA, No. 2	"	1797

On May 6th, 1796, the President approved a bill increasing the compensation of officers and men in the Revenue Cutter Service. Captain Hopely Yeaton, commanding the Cutter on the New Hampshire station was the chief promoter of the movement. He drew up the petition, induced other officers to sign it, and it was sent to the Secretary of the Treasury to be presented to Congress.

Before deciding to allow an increase of compensation to the officers, the following circular was issued, viz:

Treasury Department,
July 14, 1796.

Sir:

I have to request you to report to me the following particulars respecting the Cutter on the Massachusetts station.

- 1st. The state of the Cutter in respect to equipments, and generally her competency for service.
- 2d. If repairs are necessary, the nature of those repairs, and their probable expense.
- 3d. The names of the officers and men—their pay, the time to which they have been paid, and a general view of the services rendered during the past twelve months.
- 4th. Your opinion of the monthly pay necessary to be allowed to secure the services of competent Mariners.

I am with consideration, Sir,
Your obedient servant,

OLIVER WOLCOTT, JR.

Benjamin Lincoln, Esq.,
Collector, Boston.

The new schedule of pay authorized was as follows:

Masters, \$50; first mates, \$35; second mates, \$30; third mates, \$25; and mariners, \$20.

To be paid by the Collection of the Revenue and all fines, penalties, etc., which might be incurred under the impost laws of the United States, and recovered in consequence of information given by any officer of a Revenue Cutter, to be paid as follows, after deducting all charges and costs. One-quarter for the use of the United States, one-quarter for the officers of the Customs; and remainder for officers of the Cutter.

Section 3d. That the President of the United States be authorized to cause other Revenue Cutters to be built or purchased in lieu of such as are or shall from time to time become unfit for duty; the expenses, as well as all future expenses of building, purchasing, or repairing Revenue Cutters shall be paid out of the product of the duties on goods, wares, and merchandise, imported into the United States, and on the tonnage of ships or vessels.

Section 4th. That the President of the United States be authorized

to cause such Revenue Cutters as shall from time to time, become unfit for service, to be sold at public auction, and the proceeds of such sales to be paid into the Treasury of the United States.

Section 5th. That so much of this Act as fixes the compensation of the officers and men on board the said Cutters, shall be, and remain in force, for the term of one year, and from thence to the end of the next Session of Congress thereafter, and no longer.

Honorable Samuel Sewall, "Chairman of the Committee to devise measures for the protection of commerce," having requested the Secretary of the Treasury to furnish him with information relative to the condition and strength of certain Revenue Cutters, that official replied as follows:

Treasury Department,
December 7th, 1797.

Sir: I have the honor to inform you, in reply to your letter of the 1st instant, that the *Revenue Cutter on the Virginia station is a new and complete vessel, and has been armed with six six-pounders on the main deck, and four four-pound howitzers in the cabin. The number of officers and men at present, do not exceed what are necessary for the ordinary service of protecting the revenue; but, if circumstances shall arise to render an increase of force expedient, an additional number of men will be engaged with reference to the emergency.

The †Cutter stationed at and near the Bay of Delaware is a new and complete vessel, sufficient to carry eight four-pounders. This vessel will be armed as soon as suitable cannon can be procured.

It is believed that none of the other Cutters can be armed with any prospect of advantage, some of them are worn out, others require extensive repairs. The fund originally allowed for building 10 cutters was so moderate that none but small light vessels could be procured within the terms prescribed by law. Measures are in train for procuring a sufficient number of cannon;

*Virginia No. 2, built in 1797, 187 tons.

†General Greene No. 2, built in 1797, 150 tons.

when it shall be ascertained that these measures are effectual, of which there is at present but little doubt, other and more efficient vessels will be built or purchased in lieu of such as have become unfit for service.

In answer to the second point of enquiry, I have the honor to transmit a copy of circular letter from the late Secretary of War to the Governors of the respective States, dated July 21st, 1794, also, a copy of a circular letter from this Department to the Collectors of the Customs, dated April 8th, 1797. These are the only orders within my knowledge which have ever been issued to restrain the sailing of armed merchant vessels from the ports of the United States. It may, however, be proper to mention, that the exception in favor of vessels, bona fide destined to the East Indies, has been extended to vessels bound to the coast of Africa.

I have the honor to be, with perfect respect sir,

Your obedient servant,

OLIVER WOLCOTT, JR.

The Hon. Samuel Sewall, Chairman of the Committee to devise measures for the protection of Commerce.

It was a matter of serious difficulty to secure cannon, ammunition, cordage and supplies, not only for vessels of the Navy, but Revenue Cutters as well. The country was young, the government scarcely organized and in good working order, while arsenals, navy yards, docks, and store houses had not even been thought of. In fitting out the Colonial navy vessels, the chief source of supplies had been the enemy and special instructions were issued to cruise on the coast, for the purpose of capturing transports and supply vessels laden with munitions of war. The descent upon New Providence, resulted in common with other materials, in the capture of 100 cannon. These, in addition with others were utilized by the Continental cruisers, and the original Revenue Cutters were armed with ordnance of England and foreign manufacture.

An extract from a letter dated at Boston, September 1, 1776, thus alludes to the subject:

"There is so great a demand for guns here for fitting out privateers that those old things that used to stick in the

ground, particularly at Bowes Corner*, Admiral Vernon, etc., have been taken up, and sold at an immoderate price; that at Mr. Bowes's was sold to Mr. Jones for fifty dollars. I imagine it will split in the first attempt to fire it."

The unconcealed enmity of European powers, the insolence of France, the unprompted attacks of her armed vessels on the unprotected commerce of the country, the arrogance and lofty air of disdain and indifference assumed by Talleyrand, had their due weight with Congress, who in anticipation of serious complication arising from the disturbed state of affairs all over Europe, took prompt steps to increase the strength and efficiency of the Navy and Revenue Cutter Service.

On July 1st, 1797, the President was authorized to "increase the strength of the several Revenue Cutters, so that the number of men employed do not exceed 30 marines and seamen to each Cutter; and cause said Revenue Cutters to be employed to defend the sea coast, and to repel any hostility to their vessels and commerce, within their jurisdiction, having due regard to the duty of the said Cutters, in the protection of the revenue."

On February 19th, 1798, Secretary Wolcott wrote to Collector Lincoln authorizing him to issue proposals, by sending written notices to all the ship builders of any eminence, "to build of the very best materials, and to be sheathed with copper, a swift sailing schooner, calculated (if necessary) to carry guns and of such dimensions as in the opinion of competent judges will be most suitable for the Massachusetts station." The proposals were to be submitted to the Secretary, for his consideration, before a formal contract was concluded.

On March 29th, 1798, the Secretary wrote to the Collector at Boston, that one of the first naval constructors of the day had given it as his opinion "that it would be for the best interests of the United States to accept the proposition of Messrs. Nathan and Orlando Merrill to build a cutter of the following dimensions for Massachusetts; 58 feet keel, 20 feet beam, and 9 feet hold. Bolts to be copper."

The Secretary again wrote the Collector on April 20th, 1798, acknowledging receipt of his letter with one signed

*South corner of State and Washington Streets.

by numerous merchants "as to what in their opinion would be the most suitable construction of an armed vessel." The Secretary authorized the Collector to follow the plans and carry out the opinions of the merchants as far as he considered it consistent with his duty and the best interests of the Government so to do. He continues, "It ought, however, to be recollected, that Congress is providing a naval force for the defense of commerce, and that a principal though not a sole object of the Revenue Cutter Establishment is the protection of the Revenue." The Collector is earnestly authorized to complete the work with all possible dispatch, and to provide guns, carriages, and all equipments as speedily as possible, without waiting for further advices from the Secretary or Treasury Department. This was the sailing Cutter PICKERING, brig rigged, completed in 1798, built at Newburyport and of 187 tons burden.

June 22nd, 1798, the President was authorized to increase the strength of any Revenue Cutter for the purpose of defense against hostilities near the sea coast, and to employ on board the same, not exceeding 79 marines and seamen: Anything in the act entitled "An Act providing a Naval armament," to the contrary notwithstanding. Section 2d, provides for the degree of rank, and rate of pay and subsistence, "not exceeding what is allowed upon the naval establishment, which shall be granted and allowed to the officers who shall be duly commissioned in the service of the United States on board of any small vessels or galleys which shall be fitted out under the orders of the President," etc., etc.

The Secretary wrote to the Collector at Boston on July 2nd, 1798. Enclosing a commission to Jonathan Chapman of Massachusetts, who entered the Service as a captain, and assumed charge of the new Revenue Cutter. A copy of the Act, June 2d, 1798, was also forwarded to the Commander. Secretary Wolcott thus concludes his communication:

"You will inform Captain Chapman that his pretensions to an appointment with rank in the Navy, will be hereafter considered, the same observation may be made to Captain John Foster Williams. The old Cutter MASSACHUSETTS, is to be continued in service the present season and exclusively devoted to the service of the Revenue. The new Cutter

is to cruise in concert with the HERALD."

It instructed Captain Chapman to look out for a set of officers for whom he could be responsible, and if the necessary commissions could be made out in season for the subordinate officers, they would be forwarded by the Department. But if the vessel was ready for sea before the arrival of the documents, the Collector was authorized to sign certificates denoting the stations in which they are to serve and commissions would be forwarded as soon as possible.

Benjamin Stoddart, Secretary of the Navy wrote to Benjamin Lincoln, Collector of Customs at Boston as follows on October 10th, 1798:

"I have the honor to enclose a copy of the instructions, which at the request of the Secretary, I have given to the Captain of the Cutter of your state, and for which you are agent. At the request of the Secretary of the Treasury, too, this Cutter will come under my orders, which will be always given with a view to the service for which she was originally destined, unless particular circumstances should, for a short space, require a different arrangement.

All other regulations will be made by the Secretary of the Treasury as heretofore, but I would suggest the propriety of frequent settlements with the Captain, in relation to the pay of the crew and provisions consumed. You know the rations allowed to seamen and should judge whether due care be taken of the provisions, which without great attention on the part of the Captain, which will be best incurred by great attention on the part of the Agent, will be found a most expensive article.

In former letters to the Captain of the Cutters, I have desired them to apply to the Agents for the proper supplies of arms and military stores, without well knowing what those supplies ought to be. In general, it might be right that they should always have about 40 rounds of ammunition for each gun and about 2 months' provisions on board.

I have the honor to be sir, Your obedient servant.

Benj. Stoddart,
Secretary."

The Secretary of the Navy wrote again to the Collector at Boston relative to the PICKERING.

Navy Department,
January 4, 1799.

Sir:

I have the honor to request that you will be pleased to advance money to Captain Chapman to pay the crew of the Cutter PICKERING—up to the end of this month, and that you will give all necessary aid to Lieutenant Preble, who will now take the command of this vessel, fitting her out with as much provision as she will conveniently stow, and ammunition, if that should be wanted, for a cruise to the West Indies.

I have the honor to be, sir, your obedient servant.

Benj. Stoddart.

Benj. Lincoln, Esq.,
Collector, Boston.

The ensign and pennant for Revenue Cutters were designed in the Navy Department. The following circular letter was issued on the subject.

Circular to the Collector of the Customs.

Treasury Department,
August 1st, 1799.

Sir:

In pursuance of authority, from the President of the United States, I have to inform you, that the Cutters and other vessels employed in the Service of the Revenue are hereafter to be distinguished from other vessels, by an *ensign and pennant consisting of sixteen perpendicular stripes, alternate red and white, the Union of the Ensign to be, the Arms of the United States, in dark Blue on a white Field.*

You will be pleased to provide such Flags if any, as may be necessary in your District, after which it will be proper to publish for the information of the Masters of Merchant Vessels, the 102d Section of the Act of March 2d, 1799, entitled "An Act to regulate the collection of Duties on Imports and Tonnage," with a description of the flag above mentioned.

I am, with consideration, sir,

Your obedient servant,

Oliver Wolcott, Jr.

On March 2d, 1799, Congress legislated as follows:

Section 97. That the President of the United States be empowered for the better securing and collection of duties imposed on goods, wares and merchandise imported into the United States, and on the tonnage of ships or vessels, to cause to be built and equipped so many Revenue Cutters, not exceeding ten, as may

be necessary to be employed for the protection of the Revenue, the expenses to be paid out of the products of the duties on goods, wares and merchandise, imported into the United States and on the tonnage of ships or vessels.

Section 98. That there shall be, to each of the said Revenue Cutters 1* Captain or Master, and not more than 3 Lieutenants or Mates, first, second, and third, and not more than 70 men, including non-commissioned officers, gunners, and marines. And the Secretary of the Treasury is hereby authorized to cause contracts to be made, for the supply of rations, for the officers and men of the said Revenue Cutters. *Provided.* That the said Revenue Cutters shall, whenever the President of the United States shall so direct, co-operate with the Navy of the United States, during which time they shall be under the direction of the Secretary of the Navy, and the expenses thereof shall be defrayed by the agents of the Navy Department.

The pay of the non-commissioned officers, gunners, and marines, employed in the Cutters, shall from time to time be established and varied by the President of the United States, not exceeding \$20 per month with such rations as are or shall be allowed in the Naval Service of the United States.

Section 99. That the officers of the said Revenue Cutters shall be appointed by the President of the United States, and shall, respectively, be deemed officers of the customs, and shall be subject to the directions of such Collectors of the Customs, or other officers thereof, as, from time to time shall be designated for that purpose; they shall have power and authority, and are hereby required and directed, to go on board all ships or vessels, which shall arrive within the United States, or within four leagues of the coast thereof, if bound for the United States, and to search and examine the same, and every part thereof, and to demand, receive and certify the manifest hereinbefore required to be on board certain ships or vessels, and to affix and put proper fastenings on the hatches and other communications with the hold of any ship or vessel, and to remain on board until they arrive at the port or place of their destination. It shall, likewise, be the duty of the master, or other person having at any time the command of any of the said Revenue Cutters, to make weekly return to the

*This is the first instance where the Department officially recognizes the title of Captain and Lieutenant.

Collector or other officer of the district, under whose direction they are placed, of the transactions of the Cutter under their command, specifying therein the vessels that have been boarded, their names and descriptions, the names of the master, and from what port or place they last sailed, whether laden or in ballast, whether ships or vessels of the United States, or to what other nation belonging, and whether they have the necessary manifest, or manifests of their cargoes on board, and generally, all such matters as it may be necessary for the Collectors, or other officers of the Customs, to be made acquainted with; and the officers of the said Cutters, shall, likewise, execute and perform, such other duties, for the collection and security of the Revenue, as, from time to time, shall be enjoined and directed by the Secretary of the Treasury, not contrary to law, and the provision herein contained.

Section 100. That the President be authorized to cause other Revenue Cutters to be built or purchased, in lieu of such as are, or shall, from time to time, become unfit for further service; and to cause such as are so become unfit for further service, to be sold at public auction, and the proceeds of such sales to be paid into the Treasury of the United States. And the expenses of purchasing other Cutters, as well as all future expenses of building, purchasing, or repairing Revenue Cutters, shall be paid out of the product of the duties,

or goods, wares, or merchandise, imported into the United States or on the tonnage of ships or vessels.

Section 102. That the Cutter and boats, employed in the service of the revenue, shall be distinguished from other vessels by an ensign and pennant, with such marks thereon as shall be prescribed and directed by the President of the United States; and in case any ship or vessel, liable to seizure or examination, shall not bring to, on being required, or being chased by any Cutter or boat, having displayed the pennant and ensign prescribed for vessels in the Revenue Service, it shall be lawful for the Captain or Master, or other person having command, to fire at, or into, such vessel, which shall not bring to, after such pennant and ensign shall be hoisted and a gun fired by such Revenue Cutter as a signal; and such Captain, Master, or other person, and all persons acting by or under his directions, shall be indemnified from any penalties or actions for damages, for so doing; and if any person shall be killed or wounded by such firing, and the Captain, Master, other persons, shall be prosecuted, or arrested therefor, the Captain, Master, or other person shall forthwith be admitted to bail. And if any ship, vessel, or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pennant or ensign prescribed for vessels in the Service, the Master or Commander of the ship or vessel, so offending, shall forfeit and pay \$100.

CHAPTER II.

INTERNATIONAL RELATIONS, THE FRENCH IMBROGLIO, 1798-1809

Revenue Cutters in the Naval Establishment—Use of national colors, and naval uniforms by Revenue Marine—Naval Uniform regulations of 1776—First cooperation of Revenue Cutters with Navy—Four cutters cruise to Caribbean with "*Old Ironsides*"—Prizes captured from France—List of Revenue Cutters taking part in the French Imbroglia—Cost to maintain cutters of two sizes—Unexplained loss of the PICKERING and the INSURGENT—MASSACHUSETTS sold—Collector to have a barge manned by boatman—Petition for an increase of pay, not granted—Eccentricities of Captain Daniel McNeill—Secretary Gallatin's views on a second increase—Twelve new cutters authorized July 6, 1809—Regulations, governing provisions, are changed.

THE President was authorized, the same year, (1799) to place in the naval establishment, all or any of the vessels, which as Revenue Cutters, have been increased in force, and employed in the defense of the sea coast. The officers and crews to be allowed, at the discretion of the President, the pay, subsistence, advantages, and compensation, proportionally to the rates of such vessels, and to be governed by the rules and discipline established for the Navy. The sum of \$117,591.92 was appropriated, at the same time, for the support of the Revenue Cutter Service.

The accounts of the Revenue Cutters acting in concert with the Navy, were settled by the Collectors, the same as when engaged on regular Navy duty.

Previous to the adoption of the Customs ensign and pennant, the Revenue Cutters used the regular national colors, and pennant, of the same pattern adopted by the Navy. What the original uniform consisted of, is not so clear, but it is safe to venture the supposition that it consisted of the blue and red, the prevailing colors of the Navy. The first record for naval uniform is in April, 1776, approved by the Massachusetts Council.

Resolved, That the uniforms of the officers be green and white and that they furnish themselves accordingly; and that the colors be a white flag with a green pine-tree and the inscription, "An appeal to Heaven."

The first regulations regarding naval uniforms reads as follows:

Uniforms of Navy and Marine Officers In Marine Committee, Philadelphia, Sept. 5th, 1776.

Resolved, That the uniform of the officers of the Navy of the United States be as follows:

Captain. Blue cloth with red lapels, slash cuff, stand-up collar, flat yellow buttons, blue breeches, red waistcoat, with narrow lace.

Lieutenants. Blue, with red lapels, a round cuff faced with red, stand-up collar, yellow buttons, blue breeches, and red waistcoat, plain.

Master. Blue with lapels, round cuff, blue breeches and red waistcoat.

Midshipmen. Blue laped coat, a round cuff faced with red, stand-up collar, with red at the button and button hole, blue breeches and red waistcoat.

It is reasonable to suppose that the original uniform for the Revenue Cutter Service resembled in the main that described above.

July 10, 1798, was the first cooperation of the Revenue Cutters with the Navy. Commodore Barry had command of a large fleet on the coast; cruising between Nantucket and Cape Henry, and the Revenue Cutters, GOVERNOR JAY, 14 guns and 70 men, and GENERAL GREENE, 10 guns and 54 men were included. August 13th of the same year, Captain Nicholson, commanding frigate CONSTITUTION, was ordered to cruise from Cape Henry to our southern limits, with four Revenue Cutters under his command. This was the maiden cruise of OLD IRONSIDES.

In the spring of 1799, the following forces were stationed in the Caribbean Sea to protect American commerce from French cruisers; the fleet consisted of two frigates, four sloops-of-war, the Revenue Cutter PICKERING, 14 guns, 90 men, EAGLE, 14 guns, 70 men, SCAMMEL, 14 guns, 70 men and DILIGENCE, 12 guns, 50 men. The rendezvous was Prince Rupert's Bay and to cruise to the windward of St. Kitts as far as Barbadoes and Tobago.

Commodore Truxton, in the CONSTELLATION, was in command of the fleet to rendezvous at St. Kitts, and to cruise to leeward as far as Porto Rico, paying attention to St. Martins and the Virgin Gorda. The fleet consisted of

four frigates and sloops-of-war and the Revenue Cutter VIRGINIA, 14 guns and 70 men.

To guard the windward passage between Cuba and San Domingo were the GANGES, Commodore Tingey, and the Revenue Cutter SOUTH CAROLINA, 12 guns and 50 men.

To cruise off Havana, were the DEL-AWARE, Commodore S. Decatur, Sr., and the Revenue Cutter, GENERAL GREENE, 10 guns and 34 men and the Revenue Cutter GOVERNOR JAY, 14 guns and 70 men.

The efficient manner in which they discharged duties which ordinarily fail to be classed under the established rules of the *Civil Service*, may be attested by the following list of prizes captured from the enemy.

1799—REYNARD, captured by DEL-AWARE, U.S.N., and Revenue Cutter EAGLE 1799—SIREN, 4 guns, 36 men, captured by BALTIMORE, U.S.N., and Revenue Cutter EAGLE. 1799—BON PERE, 6 guns, 56 men, captured by Revenue Cutter EAGLE. The BON PERE was a superior vessel, both in sailing qualities and construction and was placed in commission by the Treasury Department, as a Revenue Cutter in 1799, serving as such until 1801. 1799—ATLANTA, captured by PICKERING. 1800—DOLPHIN captured by EAGLE. 1800—VOLTIGUERRE, 10 guns, 61 men, captured by PICKERING. 1800—FLY, 4 guns, captured by PICKERING. 1800—ACTIVE, 12 guns, 60 men, captured by PICKERING, 1800—FELIX captured by SCAMMEL. 1800—LA FORGEANSE. 2 guns, 70 men, captured by EAGLE. FAVORITE captured by EAGLE.

The Revenue Cutters were commanded as follows during the French imbroglio.

The annual expenses of the EAGLE, PICKERING, GOV. JAY and VIRGINIA at this time were estimated at \$18,984.55½ each, total \$75,938.22.

The GREENE, DILIGENCE, SCAMMEL, and SOUTH CAROLINA, at \$10,413.93 each, total \$41,563.72.

Estimate of the pay of a Cutter of 14 guns and 70 men

Captain	\$50	per month	\$ 600.00
First Mate	35	" "	420.00
Second Mate	30	" "	360.00
Third Mate	25	" "	300.00
1 Boatswain	20	" "	240.00
1 Carpenter	20	" "	240.00
1 Gunner	20	" "	240.00
1 Cook	18	" "	216.00
30 Able Seamen	17	" "	6,120.00
10 Ordinary Seamen	12	" "	1,440.00
14 Marines	6	" "	1,008.00
8 Boys	8	" "	768.00
			\$11,952.00

Estimate of provisions for a Cutter of 14 guns and 70 men, for 12 months

54 barrels of beef	\$13.00	\$ 702.00
54 barrels of pork	17.00	918.00
215 gallons molasses	.75	161.25
25 cwt. rice	4.00	100.00
338 pounds butter	.15	50.70
2625 pounds cheese	.12	315.00
210 pounds candles	.20	43.00
300 gallons vinegar	.30	90.00
42 bushels beans	.80	33.60
1515 gallons rum	1.00	1,515.00
250 pounds soap	.13	32.50
9 barrels flour	8.00	72.00
8 barrels Indian meal	4.00	32.00
180 cwt. of bread	3.33	600.00
25 gallons lamp oil	1.00	25.00
125 bushels potatoes	.50	62.50
30 cwt. salt fish	6.00	180.00
		\$4,932.55

Recapitulation

Pay	\$11,952.00
Provisions	4,932.55
Contingencies	1,500.00
Medicines	600.00
\$18,984.55	

Rig	Name	Guns	Men	Tons	Where Built	Cost	Comdr. and date of Commission
Brig.	PICKERING	14	90	187	Boston	\$32,126	Lt. Comdg. E. Preble, U.S.N.
do.	EAGLE	14	70	187	Philadelphia	\$32,200	H. G. Campbell
Sch.	SCAMMEL	14	70	187	Ptsmouth, N.H.	\$30,000	July 5, 1793, S. C.
do.	GOV. JAY	14	70	187	New York	\$26½ per ton	John Adams, June 30 1798, N. H.
do.	VIRGINIA	14	70	187	Norfolk	\$ —	J. W. Leonard, May 31, 1798, N. Y.
do.	DILIGENCE	12	50	187	Philadelphia	\$ —	Francis Bright, June 25, 1795, Va.
do.	SO. CAROLINA	12	50	187	Charleston, S. C.	\$28½ per ton	John Brown, Oct. 19, 1796, N. C.
Sloop	GEN. GREENE	10	34	98	Phila.	\$28½ per ton	J. Payne, Nov. 29, 1799, S. C.
							Geo. Price, Mar. 25, 1798, Pa.

*Estimate of the pay of Officers and Crew of a
Cutter of 10 guns and 34 men*

Captain	\$50	per month	\$600.00
First Mate	35	" "	420.00
Second Mate	30	" "	360.00
Third Mate	35	" "	300.00
15 Able Seamen	17	" "	3,060.00
7 Boys	8	" "	672.00
8 Marines	6	" "	576.00
			\$5,988.00

*Estimate of Provisions for 34 men for 12 months,
for a Cutter of 10 guns for 12 months*

26 barrels of beef	\$13.00	\$ 338.00
26 barrels pork	17.00	442.00
100 gallons molasses	.75	75.00
12 cwt. rice	4.00	48.00
160 pounds butter	.15	24.00
1300 lbs. cheese	.12	156.00
100 lbs. candles	.20	20.00
150 gallons vinegar	.30	45.00
20 bushels beans	.80	16.00
770 gallons rum	1.00	770.00
120 lbs. soap	.13	15.60
6 barrels flour	8.00	48.00
5 barrels Indian meal	4.00	20.00
82 cwt. of bread	3.33	273.33
15 gallons lamp oil	1.00	15.00
60 bushels potatoes	.50	30.00
15 cwt. salt fish	6.00	90.00

\$2,425.93

Recapitulation

Total pay	\$5,988.00
Provisions	2,425.93
Contingencies	1,500.00
Medicines	500.00

\$10,413.93

May 2d, 1799. The Revenue Cutter EAGLE. Captain Campbell, was cruising in the Caribbean Sea, under the direction of Commodore Tingey. June 21st. The PICKERING was ordered to the Guadalupe station. December 2d. Commodore Truxton had command of the station, and the following Revenue Cutters were in the fleet. EAGLE, PICKERING and SCAMMEL. April, 1800, Commodore Stephen Decatur, Sr., had command with the same Revenue Cutters in the fleet. The PICKERING returned to the United States, and after a short cruise, was ordered to proceed to Guadalupe, and remain in that neighborhood until she should fall in with the commanding officer. September 1st, 1800, Revenue Cutter SCAMMEL was ordered to San Domingo. December 31st, the EAGLE was cruising off Guadalupe.

February 3d, 1801, a treaty of peace was ratified with France, and Captain Russell, U.S.N., commanding the HERALD was dispatched to recall the squadrons from the West Indies waters.

The Revenue Cutters, at this time, consisted of 17 vessels, as follows: AC-

TIVE, ARGUS, BON PERE, DILIGENCE, EAGLE, GENERAL GREENE, GOV. GILMAN, GOV. JAY, MARIA, MASSACHUSETTS, NORTH CAROLINA, PICKERING, SCAMMEL, SOUTH CAROLINA, UNANIMITY, VIGILANT, and VIRGINIA. The Service had been in active operation for a period of ten years and upwards, and had more than realized the high degree of success predicted by its warmest friends and advocates. It had become firmly established as a practical, reliable, energetic and valuable branch of the Government. Had manifested its powers to take a hand in the game of war, as well as to protect the coast and commerce in the more piping times of peace. They had encountered the enemy, captured prizes, and afforded material aid to the various naval forces operating in and about the West Indies. From small insignificant boats of 40 feet keel, the vessels had increased to size and proportions of sufficient importance to excite the cupidity and ambition of naval officers to enter the Service and in some instances to command.

The Revenue Cutter PICKERING was the crack vessel of the Service, and possessed such fine qualities as to attract more than the usual degree of commendation and attraction. The ultimate fate and mystery surrounding the loss of this vessel attaches a mournful interest to everything connected with her. Captain Chapman of the Revenue Cutter Service commanded her when launched, and she was the first brig rigged vessel ever built for the Service.

It is somewhat strange that Captain John Foster Williams, with his brilliant record as a seaman and fame as an officer of undaunted courage as attested in the actions recorded in the HAZARD and PROTECTOR, should have been kept in a home station instead of being accorded an opportunity to again meet the enemy during the French War. Commodore Edward Preble served under Captain Williams, as a midshipman, on board of the PROTECTOR, and this officer, with his accustomed and well-known energy, applied for and received the command of the PICKERING. Captain Elisha Hinman is another officer of the Revenue Cutter Service, who had won for himself an enviable reputation in the Continental Navy. He entered the Revenue Cutter Service as a full Captain, from Connecticut, his commission dating March 13th, 1798. Had these two officers been accorded an opportunity to have fought the common enemy, the Revenue Cutter Service would have

plucked unfading laurels, to have handed down as examples of courage and patriotism, worthy of the emulation of those who today compose the "flower" of the corps.

The frigate *INSURGENTE* and the brigantine *PICKERING* received orders to sail for Guadalupe, and were lost, not a soul surviving the disaster to tell the terrible tale.

The following correspondence will explain itself in relation to the subject:

Navy Department,
Feb. 8th, 1802.

Sir:

In obedience to the resolution of the House of Representatives of the 2d inst., I herewith transmit copies of the sailing orders given to the commanders of the frigate *INSURGENTE* and brigantine *PICKERING*.

The frigate *INSURGENTE* sailed from Baltimore the 23d of July, and from Hampton Roads the 8th of August, 1800. The *PICKERING* sailed from New Castle, August 20th, 1800.

Since the sailing of those vessels no information has been received respecting them. It is presumed, however, that they were lost in the equinoctial gale of September, 1800.

I have the honor to be, with great respect, Sir, your most obedient servant,
Robert Smith,
Speaker, House of Representatives.

Navy Department,
August 15th, 1800.

Sir:

Having already furnished you with all the necessary instructions, for the government of your conduct on a cruise, it only remains for me now to direct that, taking under your convoy the provision ship *FLORIDA* and such merchant vessels as may be ready to sail with you, and proceed to join your squadron on the Guadalupe station, rendezvousing at St. Kitt's.

You will see the *FLORIDA* safe to St. Kitt's; her cargo is to be delivered to David M. Clarkton, Esq., an agent there, unless you should meet the commanding officer on your passage, by whose orders you will then be governed.

After performing this service, you will cruise in the vicinity of Guadalupe, until you fall in with Captain Decatur, or the commanding officer of that station, under whose command you are to act until further orders.

I have the honor to be, sir, your most obedient servant,

Benjamin Stoddart.

Lieut. Benjamin Hilliar, of the *PICKERING*, New Castle, Delaware.

Cooper is authority for stating that "vague rumors were set afloat at the time, and it was even affirmed that the two vessels had run foul of each other in a gale—a tale that was substantiated by no testimony, and which was probably untrue."

Treasury Department,
Comptroller's Office.
March 1st, 1800

Sir:

Your accounts of disbursements from the 21st December, 1788, to the 6th March, 1799, for the purpose of equipping the Revenue Cutter *PICKERING* has been adjusted at the Treasury, and the sum of fourteen thousand, eight hundred and four dollars and fifty-six cents, is stated to be due to you from the United States, which corresponds with that exhibited by you.

In order that you may obtain due credit for said sum, in your accounts as Collector, you will be pleased to sign duplicate receipts therefor, agreeable to the enclosed form, one of which you will transmit to the Treasurer and the other to this office.

I am sir, very respectfully,

Your obedient servant,

J. W. Steele.

Benj. Lincoln, Collector.

Cooper states, "These Revenue vessels were generally brigs between 150 and 200 tons measurement, their armaments varying from 10 to 14 guns, and crews of from 50 to 70 men. At the close of the year, 1799, many of them were taken into the Navy, and we find some of their officers, soon after the commencement of the contest, in the command of frigates. The celebrated Preble is first seen in actual service, as the commander of one of these Revenue vessels, though his rank was that of lieutenant-commandant, and he had been previously attached to the *CONSTITUTION* as one of her officers."

By the Act of March 3d, 1801, the Navy was reduced to a peace footing, and on July 7th, of the same year, a circular letter was issued from the Department to the Collectors expressing doubt whether some of the vessels employed were not larger, their crews more numerous, and consequently more expensive than the interest of the Service required. That a proper judgment might be formed on the subject collectors were ordered, to submit at once, size of cutter and number of men on board. An

opinion of the proper size of a cutter for the station with reference to ordinary service, and not for the purposes of war. The size of a pilot boat of the most approved construction with objections, if any, of employing such vessels for the protection of the revenue. The large vessels that had been co-operating with the Navy were recommended to be sold, together with their guns and outfits, and opinions and advice solicited respecting the best and wisest methods of reducing and contracting the Service to a strictly peace footing and economical basis. Suggestions for suppressing illicit trading, and causing the Revenue Cutters to resume their legitimate duties, were also called for, and information "in proportion to the whole number of seizures, few are understood to have been made by the cutters, or in consequence of information derived from them. Is this owing to any defect in the system, or to a want of activity in the persons employed? Particular attention to this point is desired."

Secretary Albert Gallatin, under date of October 14th, 1801, wrote as follows to Collector Lincoln of Boston.

"The President of the United States, on information that has been laid before

him, that the Revenue Cutter Establishment shall be reduced as near as circumstances will permit within its original limits."

The SCAMMEL, EAGLE, and PICKERING had been permanently retained in the naval service and with their transfer, the names of Captains H. G. Campbell, Yeaton, Maltbie, Dennis, Montgomery, Porter, Taylor, Cooke, Cochran and Price disappeared from the roster of officers of the Revenue Cutter Service.

The Service underwent a reduction, old vessels were sold and junior officers discharged. The entire crew of the MASSACHUSETTS Cutter were discharged with the exception of the Captain and oldest commissioned first lieutenant. The cutter was sold at once, and until a new vessel could be obtained, the Collector was authorized to employ a barge, if necessary, manned by boatmen. The new Cutter was not to exceed 45 tons burden, with crew to consist of Master and Mate retained, 6 seamen, boys included. Thus the Service returned to the scope and limits as originally established by Alexander Hamilton in 1790.

On February 12th, 1802, the Service was composed of the following officers:

Name	Rank and Date of Commission	Station	Cutter
CAPTAINS			
1. J. F. Williams	March 21, 1791	Boston, Mass.	Massachusetts No. 3
2. James Howell	May 20th 1791	Savannah, Ga.	Patriot
3. Francis Bright	June 25th, 1795	Norfolk, Va.	Jefferson
4. John Brown	October 19th, 1796	Wilmington, N. C.	Diligence No. 2
5. Elisha Hinman	March 13th, 1798	New London, Conn.	Argus No. 2
6. Jno. W. Leonard	May 31st, 1798	New York, N. Y.	Vigilant No. 2
7. John Adams	June 30th, 1798	Portsmouth, N. H.	New Hampshire
8. Silas Foster	June 27th, 1799	Philadelphia, Pa.	Collector
9. James Payne	November 29th, 1799	Charleston, S. C.	General Greene
FIRST MATES			
1. H. Welch	March 21st, 1791	Boston, Mass.	Massachusetts
2. Geo. House	March 21st, 1791	New London, Conn.	Argus No. 2
3. Wm. Ham	July 14th, 1795	Norfolk, Va.	Jefferson
4. Jos. Burch	March 7, 1797	Wilmington, N. C.	Diligence No. 2
5. Jno. Squire	December 31st, 1797	New York	Vigilant No. 2
6. Thos. White	November 29th, 1799	New Berne, N. C.	Collector
7. T. Thompson	April 16th, 1800	Philadelphia, Pa.	Comdg. Gov. Williams
8. Sam'l. Laston	Unknown	New Berne, N. C.	Comdg. Gov. Williams
9. E. Pennington	September 17th, 1800	New Berne, N. C.	Collector
10. Jos. Sawyer	June 26th, 1802	Philadelphia, Pa.	
SECOND MATES			
1. N. Nichols	March 21st, 1791	Boston, Mass.	Massachusetts
2. S. Adibourne	October 26th, 1795	Portsmouth, N. H.	New Hampshire
3. E. Perkins	April 15th, 1796	New London, Conn.	Argus No. 2
4. W. Parish	November 29th, 1799	Norfolk, Va.	Jefferson
5. J. Parker	November 29th, 1799	Charleston, S. C.	Gen. Greene
6. D. Rumbley	September 17th, 1800	Charleston, S. C.	Gen. Greene
7. E. Lincoln	February 19th, 1801	Boston, Mass.	Massachusetts
8. Samuel Muir	Unknown	Portsmouth, N. H.	New Hampshire
9. G. W. Allen	Unknown	Portsmouth, N. H.	New Hampshire

Name	Rank and Date of Commission	Station	Cutter
THIRD MATES			
1. N. Saltonstall	August 15th, 1796	New London, Conn.	Argus No. 2
2. N. Harriott	March 1st, 1797	New York, N. Y.	Vigilant No. 2
3. W. Snell	March 4th, 1797	Wilmington, N. C.	Diligence No. 2
4. J. Wade	December 31st, 1798	New York, N. Y.	Vigilant No. 2
5. W. S. Oliver	December 31st, 1798	Philadelphia, Pa.	Collector
6. Roe Latimer	August 31st, 1799	Norfolk, Va.	Jefferson
7. R. Hrabowski	September 7th, 1800	Charleston, S. C.	Gen. Greene
8. E. Perkitt	February 19th, 1801	Boston, Mass.	Massachusetts No. 2
9. David Joy	Unknown	Portsmouth, N. H.	New Hampshire
10. J. McLean	Unknown	New Berne, N. C.	Gov. Williams

The following letter was forwarded to Collector of Customs from the Secretary:

Treasury Department,
Nov. 23d, 1805.

Sir: I have received a letter from Captain Williams of the Revenue Cutter belonging to your District, complaining of the inadequacy of his own and officers' pay, and soliciting an increase thereof.

As this is believed to be the first representation of the kind made to this Department since the pay of the officers of the Revenue Cutters was augmented by law in 1796—I will thank you to inform me, whether in your opinion, there is any foundation for the complaint now made by Captain Williams.

I am, very respectfully Sir,
Albert Gallatin.

The petition of the officers was not granted, their pay remaining, for Captains, \$892; First Lieutenants, \$712; Second Lieutenants, \$652, and Third Lieutenants, \$545; including four rations per day to each commissioned officer.

On December 29th, 1806, Captain Daniel McNeill, late of the Navy, entered the Revenue Cutter Service. Fennimore Cooper thus notices this gentleman in his naval history.

"The eccentricities of Captain McNeill had become traditional in the Service, while in Sicily in command of the frigate BOSTON, a band belonging to one of the regiments quartered at Messina, was sent on board the ship, and he brought the musicians to America, it is said, without their consent. On another occasion he is said to have sailed from Toulon leaving three of his own officers on shore, and carrying off three French officers who had been dining on board, with a view to keep up his complement. The latter were carried across to the African coast and put in a fishing vessel,

but many months elapsed before all his own officers could rejoin their ship. Captain McNeill subsequently commanded a Revenue Cutter, and performed a gallant thing in the war of 1812. Neither his seamanship nor gallantry was ever questioned."

Secretary Gallatin, in a communication to the House of Representatives, expresses his views on the second increase of the Revenue Cutter Service, as follows:

Treasury Department,
November 29th, 1808

Sir:

I have the honor to receive your letter of the 22d inst. respecting the proposed increase of the Cutter establishment.

I think that, solely with a view to the execution of the ordinary revenue laws, three additional Cutters would be sufficient, viz: one for the District of Maine, one for Rhode Island, and the southern Coast of Massachusetts, and one for Ocracock, in North Carolina. The vessel which has been employed for ten years, as a revenue boat, in the last place, is necessarily, from the nature of the adjacent waters, and of the service she must perform, of a size nearly equal to that of some of the cutters; and so far as relates to that port, the change would be only nominal; but it is desirable, in order that a commission may be given to the captain and mates, the vessel being often obliged to be at sea.

But, for the purpose of carrying into effect laws which prohibit exportation and restrain importations, more efficient means must be used than are now authorized. And amongst these an increase of revenue cutters is necessary, in addition to the assistance of gun-boats, which are better calculated as a stationary force, and for the purpose of stopping, in certain places, than of pursuing, vessels. We want small, fast sailing vessels, ten of which will require a less number of men than the smallest

frigate, and will cover much more ground. For you will be pleased to observe that there are but six vessels belonging to the navy, under the size of frigates; and that number is inadequate to the extent of coast, and number of harbors to be watched. An easy draught of water is also a material consideration. But it seems to me that it cannot be doubted, that, if all the navy was employed in that service, they are not sufficient, in point of numbers, for the object, and that ten or twelve small vessels, in addition, will form a very useful appendage. I propose that they should be revenue cutters, because, in times of peace, and when employed solely in carrying the laws into effect, they will be under the control of the Collectors; which, in relation to that object, is preferable; and because, in case of war, they might, according to the existing laws, be placed under the direction of the Navy Department. Their size would vary from 70 to 130 tons; they would carry from six to ten four-pounders, or if they can be procured, twelve-pounder carronades; and be manned with from fifteen to thirty men each, which is amply sufficient for the object in view.

The expense of building such vessels, coppered and completely fitted for sea, will be, exclusively of the guns, from eight to twelve thousand dollars. The expense of keeping them in service must depend on the wages of seamen. Supposing these at fifteen dollars a month, the annual expense of each vessel may, on an average, be estimated—

Pay of one Captain and three	
Mates	\$1,620.00
Pay of twenty seamen, at fifteen dollars	3,600.00
Rations, estimated at twenty-five cents	2,640.00
Repairs and contingencies of every description	1,140.00
	<u>\$9,000.00</u>

The cost of twelve vessels would, therefore, on an average be \$120,000.00; and their annual support \$108,000.00. I must add, that this estimate is predicated on a supposition that we would increase the force of these new cutters beyond what has heretofore been usual; for the annual maintainance of those now in service does not cost more than six thousand dollars each. Nor must the proposed expense be considered as altogether additional; for we would then be enabled to substitute the new cut-

ters to a number of armed revenue boats, which have, this year, under existing circumstances, been authorized in many instances, in addition to those usually employed.

No other appropriation is requisite than one similar to that made by the 97th section of the Collection law of March 2d, 1799. But, if thought preferable, the expense may be paid from moneys in the Treasury. The form is immaterial, and it is a mere matter of form.

I have the honor to be, with great respect, sir yours, etc.

ALBERT GALLATIN,

THOMAS NEWTON, ESQ., *Chairman of Committee of Commerce and Manufacturers.*

On July 29th, 1808, the Collector at Boston was authorized to increase the force of the Revenue Cutter in his District, both as to guns and men, and if, upon examination, the vessel was deemed unfit for further service to sell her at once and purchase another, not to exceed 100 or 120 tons, and to arm her with suitable guns or carronades. The crew not to exceed thirty men and to be expressly understood that she must be fast, and well fitted for serving and cruising on the coast.

On July 6th, 1809, twelve new cutters were authorized to be built, and a letter from Secretary Gallatin, of the same year to Collector Lincoln at Boston, authorized him to sell the cutter then in use, and to purchase and man a new one, not exceeding 130 tons, crew to be 25 men. The vessel to be commanded by a master, 1st and 2d mates, whom the Collector was instructed to nominate to the Secretary, "but in the meanwhile to be appointed by Collector and to be paid at the same rate as similar officers on Revenue Cutters. The vessel to be armed with guns, carronades, and muskets, in the best manner which you can provide."

From the foundation of the service more or less trouble had been experienced regarding provisioning the Cutters, and Secretary Hamilton changed the methods and regulations governing the same, a number of times. Secretary Gallatin wrote to the Collector at Boston, on the subject as follows:

Treasury Department,
May 10th, 1810.

Sir:

It appears by the accounts of the Collectors that the price allowed for re-

tained rations to the officers of the revenue cutters, and for rations furnished to the crew, vary from 20 cents to 37½ cents per ration.

The Act of March 2d, 1799 provides that the captain of a revenue cutter shall be allowed the subsistence of a captain in the Army of the United States, each lieutenant or mate the subsistence of a lieutenant in the Army of the United States; and the non-commissioned officers, gunners and mariners such rations as are or shall be allowed in the Naval Service of the United States.

The allowance now made to the officers of the army for subsistence is fixed by the 6th Section of the Act of April 12th, 1808 at 20 cents for each ration, and you are hereby instructed to allow uniformly at that rate for retained rations to all the officers of the revenue cutters.

For the rations actually furnished to the officers and crew you are authorized, as heretofore, to contract on the best terms. But each contract, must, from the commencement of next quarter, be reduced to writing, (not omitting the clause which excludes any participation in members of Congress) and a copy be transmitted to the Comptroller's office.

It is presumed that contracts may in every instance be obtained at the rate of 20 cents per ration, and none will be valid if for a rate greater than 25 cents per ration, without the previous approbation of the Secretary of the Treasury. As it has been found most convenient in most instances to contract with the Captain himself, that mode, may, if you think proper be still pursued under the above-mentioned restrictions.

It has been customary in some ports for the Collector to purchase provisions as they were wanted, instead of contracting for relations. That mode is ineligible, and ought not to be pursued, whenever a contract for rations is practicable.

You will be pleased to adopt the same rules in relation to the supplies of rations or provisions for the use of any revenue boats under your direction, in the cases where men receive rations or provisions from the public, so far as the said rules may be applicable and practicable.

I am, very respectfully, Sir,

Your obedient servant,

ALBERT GALLATIN.

CHAPTER III.

THE WAR OF 1812

The sixteen cutters available at commencement of the war—Loss of the SURVEYOR, captured by the *Narcissus*—Defense of the EAGLE, during her attempt to retake the prize *Susan*—Explosion on the GALLATIN—The British Privateer *Dart* captured by the VIGILANT—The MADISON captures the *Snow*, and *Wade* and the *Shamrock*—Navy pension lists open to Revenue Cutter Service.

THE relations of the United States with Great Britain at this time, were daily growing more strained and critical. The firing into the *Chesapeake* by H.B.M. ship *Leopard* had created an intense excitement, and war seemed the only method by which the insult could be avenged. The embargo laid upon vessels, December 22d, was repealed, except the nations of France and Great Britain. In 1810, H.B.M. ship *Moselle* fired into the U. S. brig *Vixen* and in 1811 Commodore Rodgers, in the frigate PRESIDENT, exchanged shots with H. B.M. ship *Little Belt*, killing and wounding several of her crew.

War was declared against Great Britain June 18th, 1812, and the Revenue

Cutters were found prepared, on their several stations, to defend the coast and commerce of the country as far as the calibre of their guns and size of the vessels would admit.

The following vessels constituted the Revenue Cutter fleet, at the commencement of hostilities:

ACTIVE No. 2
ARGUS, No. 3
COM' BARRY
DILIGENCE, No. 4
EAGLE
GALLATIN, No. 1
GEN' GREENE, No. 5
GEORGE
HORNET
LOUISIANA, No. 1
MADISON
MASSACHUSETTS, No. 3
MERCURY
NEW HAMPSHIRE
SURVEYOR
VIGILANT, No. 3

These vessels were stationed at the principal seaports from Portland, Maine, to New Orleans, La., averaging 125 tons and carrying from 6 to 10 light guns, manned by fifteen to thirty men.

Captains

1. Nicholas Newall	Nov., 1806	Georgia
2. Daniel McNeill	Dec., 1806	S. Carolina
3. Christopher Bennett	Oct., 1808	Massachusetts
4. Joseph Burch	Jan., 1809	No. Carolina
5. Gale Worthington	Apr., 1809	Delaware
6. Wm. P. Adams	May, 1810	New Hampshire
7. Angus Frazier	Aug., 1810	New Hampshire
8. Joseph Sawyer	Oct., 1811	Delaware
9. George Brooks	Dec., 1811	New Hampshire
10. Samuel Travis	Dec., 1811	Virginia
11. John Cahoon	Jan., 1812	Rhode Island
12. Daniel Elliott	Apr., 1812	Massachusetts
13. Edward Herbert	July, 1812	Massachusetts
14. J. H. Silliman	Oct., 1812	So. Carolina
15. Nath'l. Kennard	Nov., 1812	New Hampshire
16. S. R. Trewett	July, 1814	Massachusetts
17. Frederick Lee	Mch., 1816	Connecticut

First Mates

1. Thomas Flowers	Apr., 1805	Pennsylvania
2. J. W. Saunders	Mch., 1806	Pennsylvania
3. John Burnes	July, 1806	Pennsylvania
4. Ebenezer Baldwin	Jan., 1809	Delaware
5. Joseph Merryhew	Feb., 1811	Pennsylvania
6. Henry Cahoon	July, 1811	Rhode Island
7. Elenson Foote	Dec., 1811	Rhode Island

8. Isaac W. Camnan	Apr., 1812	Delaware
9. Chas. S. Woodward	Apr., 1812	Massachusetts
10. William Shearman	June, 1812	Rhode Island
11. John Hebb	July, 1812	Massachusetts
12. John Weeks	July, 1812	New Hampshire
13. Daniel P. Augue	Oct., 1812	Connecticut

Second Mates

1. James Mitchell	Mch., 1805	New Hampshire
2. Daniel McDaniel	Apr., 1805	New Hampshire
3. Andrew Smiley	Mch., 1806	Pennsylvania
4. Robert Sargent	Sept., 1806	Pennsylvania
5. George Rice	May, 1807	New York
6. Thos. V. Butler	July, 1808	Virginia
7. Jos. Livermore	Apr., 1808	Massachusetts
8. Ed. F. Luff	Oct., 1808	Delaware
9. Linton Dudley	Jan., 1809	Delaware
10. Vinson Smith	June, 1809	New York
11. James McCheney	May, 1810	Delaware
12. Thos. Marshall	May, 1811	New Hampshire
13. Thos. Hudson	Jan., 1812	Delaware
14. Jos. S. Cameron	Apr., 1812	Massachusetts
15. John McKellar	July, 1812	Massachusetts
16. Wm. Phippen	July, 1812	Massachusetts
17. Nathaniel Pierce	July, 1812	Massachusetts
18. John Hall	Oct., 1812	Connecticut
19. Aaron Burns	Dec., 1812	So. Carolina

Third Mates

1. Robert Sargeant	Feb., 1809	Delaware
2. Wm. L. Travis	July, 1812	Massachusetts
3. Barnabas Hopkins	July, 1812	Massachusetts

The grade of the Third Mate does not appear to have been sought after in the early days of the Service. Whether the lack of popularity connected with this rank was due to disagreeable duties, or from what cause, does not appear. But from March 1st, 1801 to May 31st, 1820, but 34 commissions were issued to officers of that grade. With the beginning of hostilities but three third mates were in the Service, and but four additional appointments were made between the years of 1812 and 1819.

The Revenue cutter *SURVEYOR*, Capt. Samuel Travis, commanding, was captured in York River, on the night of the 12th of June, 1813, by three barges, belonging to H.B.M. ship *Narcissus*. The third mate of the *SURVEYOR* submitted the following report of the affair:

Williamsburg, Virginia,
June 14th, 1812.

Sir:

On the 10th of June the Revenue Cutter *SURVEYOR* was at anchor under Gloster Point, and at 8 P. M., the guard boat was ordered out as usual to keep watch of the enemy. It was my turn to

take charge of the same, and when we left the vessel, it was raining, attended with thick weather. We had proceeded some distance, the fog lifting slightly, and I imagined there was some object moving close under the land. I ordered my crew to lay on their oars, but the darkness was so intense nothing could be made out with certainty. I directed the boat towards Yorktown, pulling cautiously through the gloom. I soon heard a peculiar noise, that was soon discovered to be the regular stroke of man-of-war boats. Two barges were discovered pulling direct for the *SURVEYOR*, and a third heading for the boat under my command. As their force outnumbered mine two to one, and it was impossible for me to reach the Cutter, I effected a retreat in shore, with the barge in full chase. I opened fire, and continued until five shots had been discharged, which was promptly returned and kept up by the enemy, until we were safe beyond their reach. Shouts and firing from the direction of the Cutter was heard, and the flash of guns followed in rapid succession, then silence ensued. I have four men of the Cutter

with me, and would be glad to know what I must do.

I am with respect, etc.,

WILLIAM L. TRAVIS.

JAS. H. McCULLOCH, Collector.

On board the *SURVEYOR*, the watch, in charge of an officer, held possession of the deck. The night was calm and still, the fog resting in dense folds close to the surface of the river. The creaking of the thole pins in the guard or picket boat was distinctly heard, as the little force proceeded leisurely down the river, while the occasional patter of rain sounded monotonously along the deck of the Revenue Cutter. The ports were open, guns loaded and run out, with all the working paraphernalia of worms, rammers, spongers, swabs and division tubs, in place, and ready for instant use. The muffled report of a musket shot was borne to the acute ears of the officer of the deck. Another and another followed in rapid succession. That trouble of some kind, and of a serious nature, had been met with by the guard boat was apparent. The crew were summoned quietly, the commanding officer called, at the same instant the dark indistinct outlines of two barges, pulling rapidly for the vessel were discovered. They were not over one hundred and fifty yards distant from the cutter, the guns could not be brought to bear and Captain Travis from the quarter deck, taking in the situation at a glance, directed each man to provide himself with two muskets, reserving their fire until he gave the order. The boats were but a few yards distant, the forms of the men plainly discernible, when the commander of the Revenue Cutter directed his men to aim low and fire. With the rattling volley, came the cheers of the attacking party, who dashed alongside, despite the leaden missiles, and a desperate hand-to-hand conflict ensued on the deck of the *SURVEYOR*.

Outnumbered and Surrounded

Although outnumbered and surrounded by the enemy, the crew did not flinch, contesting every inch of the deck with stubborn courage, in response to the ringing appeals of Captain Travis, who did not surrender his vessel until further resistance would have resulted in a useless and wanton shedding of blood. Captain Travis and his crew were taken on board the frigate *Junan*.

The following letter from the senior officer of the *Narcissus* was received by

Captain Travis, the next day, together with his sword:

His Majesty's Ship *Narcissus*.

June 13, 1813.

Sir:

Your gallant and desperate attempt to defend your vessel against more than double your number, on the night of the 12th inst., excited such admiration on the part of your opponents, as I have seldom witnessed, and induced me to return you the sword you had so nobly used, in testimony of mine. Our poor fellows have severely suffered occasioned chiefly, if not solely, by the precautions you had taken to prevent surprise; in short, I am at a loss which to admire most, the previous engagement on board the *SURVEYOR*, or the determined manner by which her deck was disputed, inch by inch.

You have my most sincere wishes for the immediate parole and speedy exchange of yourself and brave crew; and I cannot but regret, that I myself have no influence that way, otherwise it should be forthcoming.

I am, sir, with much respect,

Your most obedient,

JOHN CRERIE.

Captain S. Travis,
U. S. Cutter *SURVEYOR*.

The *Norfolk Herald* of August 10th, 1813, contains the following: "Captain Travis was sent on shore at Washington, N. C., on his parole, and arrived here on Friday last. He was on board the *Junan* frigate, at the time she was attacked by the gunboats, and states that four shots struck her hull; that her rigging was very much cut up, and that she had one man killed and four wounded. Thus the damage on both sides seems to be pretty near an equality. By the report of the officers, Captain Travis is of the opinion that the fire from the battery at Craney Island was far more destructive than we had any idea of. A single shot decapitated (as Dr. Johnson would say), or in plain English, cut off the legs and feet of nearly a whole boat's crew. Another shot struck amongst a crowd of soldiers on the land and killed seven. Nothing could exceed the confidence of the enemy in taking Norfolk on the 22nd of June, except his astonishment and mortification at being defeated.

Captain Travis says he saw a map of all the fortifications, roads, etc., about Norfolk with explanatory notes attached, which was the work of a Captain Udney who was for several months

a prisoner in this place and had been exchanged and sent on board the fleet.

Outside Assistance

There is not the least doubt that Captain Udney was aided in his undertaking by certain characters residing in Norfolk, whose expulsion from the town, in its present situation, would be of signal advantage. Captain Udney, himself, could not have obtained any information that would have been serviceable to the enemy."

The Collector reported as follows to the Department:

"The Revenue Cutter *SURVEYOR*, of Baltimore, captured in York River, was an old vessel, scarcely worth repairing. She carried six guns of small calibre and probably had about fifteen men and boys on board when captured." The vessel was purchased in 1807.

Following is a full list of her officers and crew, copied from an original payroll:

Samuel Travis, commander.
John Hebb, first mate.
William Phippen, second mate.
W. L. Travis, third mate.
George Randolph, boatswain.
James Alarmon, gunner.
Richard Jones, seaman.
William Pruet, seaman.
John Allman, seaman.
John Allman, Jr., seaman.
Zachary Cole, seaman.
Samuel Berry, seaman.
James Hall, seaman.
John Lynch, seaman.
John Bowden, lad.
Edward Page, lad.
Peter Williams, cook.
John McCarlie, seaman.
Thomas Gail, seaman.
Mathew Webster, seaman.
William Lewis, seaman.
William Dunsford, seaman.
Robert Smith, seaman.
Edward Power, seaman.
Thomas Gail, Jr., seaman.

The officers and crew were allowed their salaries during the term of their captivity.

Early in the year 1813 the Revenue cutter *MADISON* was captured on her station by a superior force of the enemy.

Worthy of Record

The defense of the Revenue cutter *EAGLE* on October 17, 1814, is well worthy of record, and affords a striking illustration of the metal and sentiment pervading this civil branch of the Government.

"The sloop *Susan*, Captain Miles, of New Haven, on her passage from New York, with a valuable cargo, was captured off Mill River by a sloop fitted out by the British frigate *Pomone*, commanded by a lieutenant with from forty to sixty men, armed with muskets, etc., with an 18-pounder and two 4's. The packet, though armed, was surprised, and made no resistance. This occurrence was observed by a sloop which had just passed the *Susan*, and a passenger was immediately landed from her, who came express to this place with the information. The Revenue Cutter *EAGLE*, Captain Lee, immediately prepared to go out and retake the *Susan*, manned by her own crew and about thirty volunteers, who promptly tendered their services for that purpose. The wind being light and unfavorable for the captors to get off with their booty, it was hoped the *EAGLE* would be able to cut them off before they could pass the harbor. At about 4 P. M. she got underway, towed out of the harbor, and stood to the southward and eastward, the wind being light all night; did not observe the sloop; at day break found themselves nearly under the guns of the sloop-of-war; all hands were immediately called to man the sweeps; got out two boats ahead; with a view to get her into a creek on Long Island shore, there being no port of safety which she could reach. Being almost calm, the brig manned several barges, and sent them in pursuit, which came up fast, and a firing commenced between them and the cutter at about 7 A. M. Approaching the shore, Captain Lee learned from some fishermen who had assembled on the beach that he could not enter the creek, there not being sufficient depth of water. The brig drawing near, and seeing no other chance of escape, the cutter was laid on shore under a high bluff, nearly opposite Falkland Islands, and the barges coming up, she commenced a brisk fire on them with round and grape shot, which soon obliged them to sheer off. Commenced landing the guns, ammunition, sails, etc., and with the assistance of the people on shore, were enabled to get two 4- and two 2-pounders upon the bluff, where they were planted and the colors near them, with a determination not to "give up the ship." These with the musketry, kept the enemy from landing, or taking possession of the cutter though several attempts were made by the barges while the brig kept up a heavy

carronade, taking a distance out of our reach, and hoping to drive us from the hill. Finding their efforts unavailing, they commenced firing upon the cutter to destroy her, at the same time keeping up their fire upon the hill, from the sloop that captured the *Susan* and a barge, taking positions so as to rake on every quarter, which they kept up till about 2 P. M., when the sloop and barge hauled off and the firing ceased. In a short time the sloop resumed her position, and firing recommenced, and was continued between four and five o'clock occasionally turned from the hill, when the sloop hauled off again and about sunset stood to the eastward. Several other attempts were made by the barges during the night to gain the cutter, but the vigorous and well directed fire from the hill always compelled them to haul off. The brig kept at her station till about 9 o'clock next morning, when she got underway and stood off.

During this affair several acts of heroism were displayed worthy of the intrepid character of our seamen. Having expended all the wadding of the 4-pounders on the hill, during the warmest of the firing, several of the crew volunteered and went on board the cutter to obtain more. At this moment the masts were shot away, when the brave volunteers erected a flag upon her stern; this was soon shot away, but was immediately replaced by a heroic tar, amid the cheers of his undaunted comrades, which was returned by a whole broadside from the enemy. When the crew of the cutter had expended all their large shot and fixed ammunition, they tore up the logbook to make cartridges, and returned the enemy's small shot which lodged in the hill.

The cutter's force was only six guns, four 4-pounders and two 2's, with plenty of muskets, and about fifty men.

The enemy being gone, and provisions, etc., being scarce, the volunteers from the city left Captain Lee and his crew and arrived here on Thursday evening in a sloop from Long Island. Capt. John Davis was slightly wounded in the knee from a stone impelled by a 32-pound shot which struck near him.

Killed. One calf by a 32-pound shot, which was picked up on a field nearly a mile distant. Though we do by no means despise the prowess of the enemy, we must observe that the brig which achieved this notable exploit is the same that killed a *hog* and a *horse* at Ston-

nington—the *DESPATCH*. She fired nearly 300 shots.

We have since learned that Captain Lee succeeded in getting off the cutter, and was about to remove her to a place of safety when the enemy returned and took possession of her. She was greatly injured, but it is expected the enemy will be able to refit her to annoy us in the Sound."

(Copied from a New Haven paper, *Columbia Register*.)

The following is copied from the *Charleston Courier* of April 20th, 1813:

Dreadful Explosion

"Between the hours of ten and eleven yesterday forenoon, a most awful explosion took place in this harbor, on board the Revenue schooner *GALLATIN*, commanded by Capt. John H. Silliman, which had arrived the day before from a short cruise on the coast, and anchored off the town. Captain Silliman was on shore at the time; he had given orders on leaving the vessel that the muskets and pistols, which were suspended in the cabin, should be examined and cleaned. There were about 35 persons in all on board; of this number about 10 were on the quarter deck and in the cabin; part of them employed in cleaning the arms. Thus situated, the dreadful explosion took place; and in one instant the whole quarter deck with all of those upon it, were hurled into the air. Some of the bodies were thrown nearly as high as the mast head of the vessel; others were driven through the cabin and lodged upon the main deck. The whole stern of the vessel was torn down to a level with the water; the mainsail, which had been hoisted to dry, was torn to rags, and the fragments of broken spars were scattered in all directions. As soon as the accident had happened, boats put off from the wharves and from the vessels lying near her, to the relief of the crew. An attempt was immediately made to slip the cables and run her into one of the docks to prevent her from sinking, but before this could be fully accomplished, the fire in the cabin had communicated to the mainsail and main-rigging, at the same time the vessel was found to be filling very fast. In this extremity, the wounded men were hastened into the boats alongside, and by the time the persons on board could leave her, she went down stern foremost, a few yards from the head of Blake's wharf. The bodies of three of the unfortunate

sufferers were never seen; and happier would it have been for some of those who were brought on shore if they had shared their fate, as they cannot, in all human probability survive the dreadful wounds and bruises which they have received.

Fire in Magazine

It has been found impossible, after the most diligent enquiries, to ascertain the manner in which fire was communicated to the magazine; the persons immediately adjoining the cabin steps, where the door opened from the cabin to the magazine, were either entirely destroyed, or so much maimed, as to be unable, as yet, to give any account of the immediate cause of the disaster. That fire was communicated to the powder in the magazine (and not to a single cask, as by many at first supposed) appears now reduced to a certainty. The first lieutenant had left the vessel but a few minutes before the accident took place, at which time the magazine was locked, and the key left in a drawer in the cabin. The gunner, the only person on board who had any business in the cabin, was on deck. It has been said that fire was communicated by the snapping of one of the muskets, but that could not be the case, unless the door of the magazine had been opened.

We have heard it suggested that the explosion could never have been the effect of accident; we trust, however that these surmises will prove incorrect, and should the unfortunate men now suffering from their wounds survive, we may yet have a satisfactory account of the cause which has produced so much public loss and private distress.

The following are the names of the sufferers:

Missing — Thomas Feld, gunner's mate; George Segur and one other whose name is not ascertained.

Wounded — William Pritchard, gunner; John McCoan, Benjamin Chart, George Craft and William Hunter (boy), most of them severely. Several others were slightly wounded.

An attempt will be made this day to raise the schooner.

"On October 4th, 1813, a British privateer, known as the *Dart*, armed with six 9-pound carronades and six swivels, appeared off the harbor of Newport, having in her company a ship, a brig and a schooner, which she had detained. For some time she had been

annoying the coast in the immediate vicinity. The Revenue Cutter VIGILANT, Capt. John Cahoon, sailed in pursuit."

Joseph Nicholson, U. S. N., made a report as follows:

"Sir: I have the pleasure to inform you of the capture of the British privateer *Dart*, a sloop, by the Revenue cutter VIGILANT of Newport. She appeared off the harbor before sunset, the captain of the Revenue cutter offering his services to go out. I put on board three sailing masters, and about 20 men. The Revenue cutter immediately made sail, and laid aboard the *Dart* and carried her by boarding. Her first officer was killed. Two of our men were wounded slightly. The prisoners I send for your disposal.

"Very respectfully, your most obedient and humble servant,

"JOSEPH NICHOLSON."

Comdr. John Rodgers,
U. S. Frigate PRESIDENT.

"The Revenue Cutter MADISON captured the *Snow*, mounting six heavy guns, with a quantity of small arms and ammunition from London for Amelia Island. She was sent into Savannah. Also schooner *Wade* with \$20,000 in specie on board. The privateer brig *Shamrock*, 300 tons, 6 guns and 16 men was also captured by the MADISON. The GALLATIN with other prizes captured the brig *General Blake*."

On April 18th, 1814, "Officers and seamen of the Revenue Cutters of the United States, who have been, or may be wounded or disabled in the discharge of their duties whilst co-operating with the Navy, by order of the President of the United States, shall be entitled to be placed on the Navy pension list, at the same rate of pension, and under the same regulations and restrictions as are now provided by law for the officers and seamen of the Navy."

The opportunities afforded Revenue Cutters to cope successfully with enemy were few, owing to the lightness of the vessels and guns, but in every instance where they were brought in contact with the foe, they reflected credit on the country, the Service to which they belonged and the character of American seamen for gallantry and skill remained without a blemish, so far as any act of the Revenue Cutter Service was concerned.

On August 14th, 1814, Collector Dearborn advertised as follows:

Proposals

Will be received at the Custom House, Boston, until the 17th inst. for supplying the following rations to the Revenue Cutter MASSACHUSETTS. The rations to be delivered on board said Cutter, once a month, and the contract to continue for three months.

H. A. S. DEARBORN,
Collector.

Sunday, 14 oz. of bread, $1\frac{1}{4}$ lbs. beef, 1 gill of spirits.

Monday, 14 oz. of bread, 1 lb. pork, 1 gill of spirits.

Tuesday, 14 oz. of bread, $1\frac{1}{4}$ lbs. beef, 1 gill of spirits.

Wednesday, 14 oz. of bread, 1 lb. pork, 1 gill of spirits.

Thursday, 14 oz. of bread, $1\frac{1}{2}$ lbs. beef, 1 gill of spirits.

Friday, 14 oz. of bread, 1 lb. beef, 1 gill of spirits.

Saturday, 14 oz. of bread, 1 lb. pork, 1 gill of spirits.

1 pound of tea to every 112 rations.

34 gallons of molasses to every 112 rations.

56 lbs. of potatoes for every 112 rations.

$\frac{1}{2}$ peck of peas or beans to every 112 rations.

April 10th, 1816, Captain Cahoone forwarded to the Department the following:

"Inventory of the United States Revenue Cutter MASSACHUSETTS.

Length, 58 feet, 6 inches, and $\frac{1}{2}$ inch.

Breadth, 17 feet, 9 inches.

Depth, 7 feet.

62 tons and 48/98 parts of a ton, and drawing 10 feet of water.

Two masts, one bowsprit, one flying jib boom, one mainboom, one main gaff, one fore Do. One squaresail yard, one topsail Do., one squaresail boom, one main and one fore topmast.

One mainsail, one lug foresail, one jib, one flying jib, one topsail, one squaresail.

One cable, 80 fathoms. One Anchor.

One cable, 80 fathoms. One Anchor.

Two pumps with gear, and two iron standards.

One deck tackle, one boom guy, one boat — feet, one Do. — feet, two rudders and two oars for each. One jib stay, one flying jib stay.

Halliards, dowbaults, sheets and hawks for the same. One pair of bowsprit shrouds. Peak and throat halliards for foresail. Brails and sheets for Do. One pair fore vangs, with block and mast hoops for the foresail. Squaresail braces, lifts, and footropes. Topsail halliards and sheets.

One pair main shrouds, one spring stay, one main stay. Main Peak and Throat halliards, and two Downhauls. One Main topping 1 ft.

One Capstan with two bars for Do. Four patent lights in the Main deck. One cabin table and binnacle. Mast hoops and blocks for mainsail, one Jackstay for squaresail. One cat block.

JOHN CAHOONE.

SAM'L R. TREVETT."

The dimensions of the Newport Cutter, same date, were as follows:

Length, 60 feet, 7 inches.

Breadth, 18 feet, 9 inches.

Depth, 6 feet, 8 inches and $\frac{1}{2}$ inch.

Burthen 65 tons and 30/98 parts of a ton, and drawing 10 feet and a half of water.

Coppered and copper fastened.

This Cutter was a new one, and commanded by Captain S. R. Trevett, who had received his promotion and commission July 8th, 1814. From superior accommodations, greater capacity for stowing supplies, beauty of hull, with speed and weatherly qualities, this vessel had no rival in the Service, and it was proposed at one time to sell the Boston Cutter and replace her with one modelled after the Newport Cutter.

THE FLEET OF THE REVENUE CUTTER SERVICE CONSISTED AT
THIS TIME OF THE FOLLOWING VESSELS

<i>Name of Vessel</i>	<i>Commander</i>	<i>Date Commission</i>	<i>Rig</i>	<i>Tonnage</i>	<i>Guns</i>
SCAMMEL	Hopely Yeaton	March 21st, 1791	Schooner	51 tons	4 Swivels
MASSACHUSETTS	J. Foster Williams	March 21st, 1791	Schooner	70 "	6 "
ARGUS	Jonathan Maltbie	March 21st, 1791	Schooner	35 "	4 "
VIGILANT	Patrick Dennis	March 21st, 1791	Schooner	35 "	4 "
GENERAL GREENE	James Montgomery	March 21st, 1791	Sloop	30 "	3 "
ACTIVE	David Porter	Aug. 5th, 1792	Schooner	50 "	4 "
VIRGINIA	Richard Taylor	March 21st, 1791	Schooner	35 "	4 "
DILIGENCE	William Cook	April 25th, 1791	Schooner	40 "	4 "
SOUTH CAROLINA	Robert Cochrane	May 8th, 1791	Schooner	35 "	4 "
PICKERING	John Howell	May 20th, 1791	Schooner	50 "	4 "

The SCAMMEL	was in commission from 1791 to 1796
The MASSACHUSETTS	was in commission from 1791 to 1796
The ARGUS	was in commission from 1791 to 1804
The VIGILANT	was in commission from 1791 to 1801
The GENERAL GREENE	was in commission from 1791 to 1798
The ACTIVE	was in commission from 1792 to 1800
The VIRGINIA	was in commission from 1791 to 1795
The DILIGENCE	was in commission from 1791 to 1796
The SOUTH CAROLINA	was in commission from 1791 to 1798
The PICKERING	was in commission from 1791 to 1800

CHAPTER IV.

POST WAR ACTIVITIES, 1816-1835.

The GALLATIN and Fort Johnson have a novel engagement—The ALABAMA captures a piratical schooner—Slaves utilized aboard Revenue Cutters—Captain Webster escorts the Marquis de La Fayette—Captain Webster misses a ten thousand dollar fee—List of Cutters from 1789 to 1825—Stagnation in Navy attracts officers to the Revenue Cutter Service—Regulations governing Naval officers entering the Marine Service—Loss of the HAMILTON—Trouble from allowing Naval officers to serve on Cutters—List of vessels and their officer complements in 1832—The Naval uniforms of 1812 and 1820 designated to be worn—Shoulder straps adopted in 1838.

THE Charleston *Courier*, of August 2, 1817, gives the following account of a decidedly novel engagement between a fort and Revenue Cutter:

"Many hundrds of our citizens in town and on Sullivan's Island, witnessed on Saturday last a smart cannonading between Fort Johnson, and the Revenue Schooner GALLATIN.

"The GALLATIN, it appears, had been out over the bar having on board a number of ladies and gentlemen, friends and guests of the Officers, who were entertaining the company with a view of 'Old Ocean.' Late in the afternoon the Cutter returned, with colors flying and pennant streaming from the main truck, the quarterdeck graced by the presence of all ladies on board.

"Passing in close proximity to the fort, the guests were suddenly startled by the report of a heavy gun and the whistling of a round shot above their heads. This was done, it is said, with a view of bringing her to under the quarantine regulations. The shot was immediately returned by the GALLATIN, and a smart fire was kept up between them until the Cutter passed beyond range of the guns. The flag of the Revenue Cutter has heretofore been generally considered as a sufficient evidence of her character to allow her to pass the Fort without molestation; but a difference of opinion appears now to prevail, which gave rise to the above conflict. We do not learn that any injury was sustained by the Fort or Revenue Cutter on this occasion."

In October, 1819, the Revenue Cutter

ALABAMA, on her way to her station off the mouth of the Mississippi, captured a piratical schooner of 2 guns and 25 men, fitted out at New Orleans, and commanded by a fellow named LeFage. The privateer had a prize in company when sighted by the ALABAMA. The Cutter rapidly overhauled the stranger, who hauled by the wind and endeavored to escape, but the Revenue Cutter was soon within hailing distance, and ranging up on the schooner's weather quarter, whose deck was crowded with men. The commanding officer hailed, demanding her name, and where she was from. A short delay ensued, and quite a commotion was visible amongst the men on board the schooner. Without the slightest warning a fusillade of musketry was directed upon the ALABAMA, the only reply vouchsafed to the commander's enquiry. The crew of the ALABAMA were at quarters, anxious and impatient to engage the schooner. The ports were thrown open and a rapid fire opened upon the stranger and a smart action ensued, which soon terminated in favor of the ALABAMA. The Cutter had 4 men wounded, 2 of them dangerously, but the pirate lost 6 men by the Cutter's fire. The prize was recaptured and both vessels brought into the Bayou of St. John. Many outrages had been committed by this vessel—she had a commission, *in blank*, signed, "Humbert, Governor of Texas."

A commission issued under the signature of James Monroe in December, 1817, read as follows, printed on paper in lieu of parchment:

"JAMES MONROE, PRESIDENT OF THE UNITED STATES.

To All Who Shall See These Presents, Greeting.

KNOW YE. That reposing special trust and confidence in the Integrity, Diligence and good conduct of ————
I Do Appoint him Second Mate of a Cutter in the Service of the *United States*, for the Protection of the Revenue; and do authorize and empower him to execute and fulfil the duties of that office according to law; *And to have and to hold* the said office, with all the rights and emoluments thereunto legally appertaining unto him the said ———— during the pleasure of the President of the United States for the time being.

IN TESTIMONY WHEREOF, I have caused these Letters to be made Patent, and the seal of the United States to be hereunto affixed.

Given under my hand, at the City of Washington, the Twelfth of December,

in the year of our Lord one thousand eight hundred and seventeen, and of the Independence of the United States of America the Forty second.

By THE PRESIDENT,
JAMES MONROE.

LIST OF UNITED STATES REVENUE CUTTERS IN THE SERVICE
FROM 1790 TO 1825

<i>Name</i>	<i>Rig</i>	<i>Period of Service</i>
ACTIVE, No. 1.....	Schooner	1792 to 1800
ACTIVE, No. 2.....	"	1807 to 1817
ACTIVE, No. 3.....	"	1816 to 1825
ALABAMA.....	"	1819 to 1825
ALERT.....	"	1818 to 1849
ARGUS, No. 1.....	"	1791 to 1804
ARGUS, No. 2.....	"	1804 to 1809
ARGUS, No. 3.....	"	1809
BEE or BON PERE.....	"	1799 to 1801
COLLECTOR.....	Sloop	1803 to 1806
COMMANDER BARRY.....	Schooner	1812 to 1813
DALLAS, No. 1.....	"	1816 to 1821
DETECTOR, No. 1.....	"	1815 to 1826
DILIGENCE, No. 1.....	"	1791
DILIGENCE, No. 2.....	"	1797 to 1802
DILIGENCE, No. 3.....	"	1803 to 1805
DILIGENCE, No. 4.....	"	1807 to 1821
DOLLY.....	Brigantine	1805 to 1807
EAGLE, No. 1.....	"	1798 to 1800
EAGLE, No. 2.....	"	1797 to 1798
EAGLE, No. 3.....	"	1805 to 1824
GALLATIN, No. 1.....	Schooner	1808 to 1831
GENERAL GREENE, No. 1.....	Sloop	1791 to 1798
GENERAL GREENE, No. 2.....	"	1797 to 1802
GENERAL GREENE, No. 3.....	Schooner	1802 to 1808
GENERAL GREENE, No. 4.....	"	1808 to 1811
GENERAL GREENE, No. 5.....	"	1811 to 1816
GEORGE.....	"	1812
GOVERNOR GILMAN.....	"	1799 to 1802
GOVERNOR JAY.....	"	1797 to 1802
GOVERNOR WILLIAMS.....	"	1800 to 1806
HAZARD.....	"	1808
HORNET.....	"	1818 to 1826
INDEPENDENCE.....	"	1810
LOOKOUT.....	"	1819 to 1825
LOUISIANA, No. 1.....	"	1804 to 1814
LOUISIANA, No. 2.....	"	1819 to 1824
MARY.....	"	1808
MADISON, No. 1.....	"	1809 to 1813
MARIA.....	"	1798 to 1800
MARY ANN.....	"	1809
MASSACHUSETTS, No. 1.....	"	1791 to 1796
MASSACHUSETTS, No. 2.....	"	1798 to 1803
MASSACHUSETTS, No. 3.....	"	1802 to 1819
MERCURY.....	"	1808 to 1820
MONROE.....	"	1818 to 1826
NEW HAMPSHIRE.....	"	1802 to 1817
NORTH CAROLINA.....	"	1792 to 1798
PATRIOT.....	"	1800 to 1805
PILGRIM.....	"	1811
PICKERING.....	Brigantine	1797 to 1800
POTOMACK.....	"	1809
PULASKI, No. 1.....	Schooner	1825 to 1833
POLLY.....	Top Schooner	1809
SALLY.....	"	1819
SCAMMEL, No. 1.....	Schooner	1791 to 1796
SCAMMEL, No. 2.....	"	1797 to 1801
SEARCH, No. 1.....	Sloop	1816 to 1830
SOUTH CAROLINA, No. 1.....	Schooner	1791 to 1798
SOUTH CAROLINA, No. 2.....	"	1799 to 1803
SOUTH CAROLINA, No. 3.....	"	1815 to 1816
SURPRISE.....	"	1815 to 1822
SURVEYOR, No. 1.....	"	1807 to 1813
THOMAS JEFFERSON.....	"	1802 to 1808
UNANIMITY.....	"	1798 to 1799
UNION.....	"	1808
VIGILANT, No. 1.....	"	1791 to 1801
VIGILANT, No. 2.....	"	1802 to 1807
VIGILANT, No. 3.....	"	1812 to 1826
VIRGINIA, No. 1.....	"	1791 to 1795
VIRGINIA, No. 2.....	"	1797 to 1801

At this period in the history of the Service, Officers were permitted to utilize their slaves on board Revenue Cutters, and they were shipped in the capacity of stewards, cooks, and sea men. This practice was abolished in 1843. The Rules and Regulations for the Government of the United States Revenue Marine, issued November 1st, 1843, under the head of "Enlistments," chapter IX, article 3rd, page 15, provides—"nor is any slave ever to be entered for the Service, or to form a complement of any vessel of the Revenue Marine of the United States."

The officers, quarters, cabin, ward-room, and state rooms were fitted up and furnished at the expense of the officers. Crockery and culinary utensils were also provided by the gentlemen attached to the vessels.

Upon the occasion of the Marquis de LaFayette's visit to Baltimore, Captain John A. Webster of the Revenue Cutter Service, was detailed to escort the distinguished guest, and at the review of troops, which formed part of the programme, Captain Webster's double carriage was used, with the owner in full uniform, sitting side by side with the Marquis.

In 1826, Captain Webster, in command of the ACTIVE, was sent to Havana with important dispatches. While there he was offered ten thousand dollars to take some officials to another port, under the protection of the United States flag. He did not feel at liberty to use a National vessel for this purpose, and refused the offer. Subsequently, in making his report of the cruise to the Department, he mentioned the circumstances attending the case, and was informed from Washington that had he accepted the money and performed the service, it would not have been considered a fault.

The Navy, at this time, was in such a condition as to afford but little hope for advancement and promotion to the junior officers. There were but few ships, and it was a matter of impossibility for the Department to find active employment for those who were ambitious and active. It is not strange that the Revenue Cutter Service, with its fleet, trim craft, well drilled crews, effective batteries and military organization, should attract the attention of officers in the Navy, anxious for service—and sea pay.

The following regulations issued in connection with a volume entitled, "*Rules of the Navy Department, Regu-*

lating the Civil Administration of the Navy of the United States," by Levi Woodbury will be found of interest:

"Chapter LXVIII
Revenue Service

1. Officers of the Navy who may accept commissions in the Revenue Service, are for the time being, subject to the orders of the Secretary of the Treasury.

2. Such officers will receive a furlough from the Navy Department, and will not be permitted to retire from the service assigned by the Secretary of the Treasury, but by his consent, or by order of the Secretary of the Navy, and will remain in furlough until ordered into active service in the Navy (May 24th, 1830).

3. Such officers are permitted and directed to retire from Revenue Service after April, A. D. 1832."

The Revenue Cutter RUSH, stationed at New York in 1830 was officered as follows:

Oscar Bullis, Lieutenant, U.S.N., Commanding.

John S. Glasson, Passed Midshipman, U.S.N., first lieutenant.

Stephen C. Rowan, Midshipman, second lieutenant.

Francis Martin, third lieutenant.

Bullis and Glasson were retired as Commanders and Rowan reached the position of Vice Admiral of the United States Navy.

The Secretary of the Treasury wrote as follows to William A. Howard, U.S.N., in 1830:

Treasury Department,
January 4th, 1830.

Sir:

A commission constituting you a captain in the Revenue Cutter Service has been transmitted to the Collector of Portland, to which place you will proceed, and after taking the Oath prescribed by law before the Collector, you will assume command of the cutter DETECTOR.

The cutter is placed under the superintendence of the Collector of the district of Portland. She will cruise in the waters between Cape Elizabeth and Penobscot Bay, in such place as the Collector may, from time to time, indicate to you, and to whose orders you will conform.

For a knowledge of the duties of the officers of the cutter you are referred to the Act of Congress, March 2d, 1799, and supplement of March 1st, 1838.

The Act of February 18th, 1793, 2d of March, 1819, and 7th of May, 1822, and to the several Acts prohibiting the Slave trade.

The crew of the cutter will consist of six warrant officers, who will be appointed by the President. Four able seamen, of whom, one shall be a carpenter, and one a pilot—a cook, a steward and four boys. The seaman's wages will not exceed \$15 per month. The crews will be shipped for one year, according to the form of Articles herewith enclosed.

Until the receipt of a general instruction, dated the 17th ult., and which may be looked for in a few days, you will conform to those under which your predecessor has acted, which it is presumed will be found on board the cutter,

I am, sir, respectfully,

Your obedient servant,

S. D. INGHAM,

Secretary of the Treasury

William A. Howard, Esq.

Captain, Rev. Cutter Service.

One of the oldest and most distinguished officers of the Service in a letter to the writer states:

"In the early history of the Service promotions were not made by seniority, but were obtained as best the applicant could; the officers were not transferred to other vessels or stations, and were generally appointed by the captains of the different vessels, and Collectors of Customs, who nominated them for a commission to the Secretary of the Treasury, who could at any time cancel their commissions.

"The captains furnished the rations to the crew, kept the payrolls, and disbursed all the accounts against the vessels. It was discovered that this system had been abused in many instances, and in June, 1832, the Service being reorganized on a better foundation, the present method of payments and supplies were adopted. Officers were given to understand that they were subject to be transferred to different vessels and stations. Although many continued for years on one station through the influence of their friends. I received my commission in 1832 and the button worn at that time consisted of a design of a key—supposed to be the key of the Treasury, with the letters U.S. on either side."

The Revenue cutter McLANE when finished in 1832 was ordered to Washington, and while at the Navy Yard

was visited by many people, especially members of Congress, and was admired by all for her beauty, symmetry and elegance of finish. Her armament was four brass 9-pounders on elegant carriages, with small arms to correspond. Other vessels were built of larger dimensions, but the McLANE excelled them all in beauty and sailing qualities. She was the crack vessel of her time. Subsequently many of them were sold, some to Cubans, who used them for slavers. The HAMILTON, one of the class, was lost on Charleston Bar. Officers and crew all drowned except one seaman who lashed himself in a boat, drifted to sea and was picked up by a steamer. She was commanded by Capt. T. C. Rudolph, a Georgian, and noted for his stubbornness. The vessel had been ordered to sea, but bad weather detained her. The collector became impatient, Captain Rudolph became angry and vowed he would "Go to sea that night or go to h—"

Capt. N. L. Coste, formerly of the Revenue Cutter Service, writes the author as follows on the subject of uniform:

"In my childhood (1819) the uniform of Lieutenants in the Cutter Service consisted of a blue body or swallow tail coat, rolling collar and doubled breasted. A button on each corner of the collar, and six on each lapel with four in the skirts. Epaulettes worn on either shoulder according to rank. Buttons stamped with the armorial bearings of the United States, said to be the same style of button as worn by the staff officers of the Army."

Much trouble and controversy was the result of allowing naval officers to hold commissions in the Revenue Cutter Service. The duties were distasteful, they disliked the authority vested in the Collectors, and could not discharge effectively the requirements expected of the Service. They wore their own uniforms, were exclusive, affected a disregard for orders emanating from civilian officials, and in fact did not assimilate with the Service. In consequence the following order was issued.

CIRCULAR

To Officers in the Revenue Cutter Service
Treasury Department,
January 17th, 1832.

Experience having shown that the employment of officers of the Navy in the revenue cutter service is liable to objection, it is deemed proper to discon-

tinue the practice, and, in future to keep the two services separate and distinct.

In pursuance of this arrangement, and with the approbation of the Secretary of the Navy, all officers of the Navy now employed in the revenue cutter service, will cease to be so employed after the 30th of April next. And the President has directed that the commissions now held by such officers in the cutter service be revoked—the revocation to take effect after that day.

With a view to greater efficiency in the cutter service in future, vacancies will be filled by promotion from among the officers in that service, when that shall be found preferable to other appointments, having regards to fitness as well as seniority.

LOUIS McLANE,
Secretary of the Treasury.

Naval officers serving in Revenue Cutters were now compelled to choose between the two branches of the service, and a number resigned from the Navy. Amongst those who formerly were connected with that branch of the service and accepted commissions in the Revenue Marine, were:

G. A. O'Brien, Midshipman.
Henry D. Hunter, Midshipman.
W. W. Polk, Midshipman.
Daniel Dobin, Sailing Master.
W. A. Howard, Midshipman.
F. Green, Lieut., Marine Corps.
T. M. Randolph, Midshipman.
C. B. Childs, Midshipman.
L. C. Harby, Midshipman.
Thomas Sands, Midshipman.
John Little, Midshipman.
W. Russell, Midshipman.
S. C. F. Fatis, Midshipman.

At this time (1832) the officers numbered 92, and vessels 18, distributed as follows:

Pasamaquoddy Station, Cutter SWIFTSURE

Name	Rank
W. A. Howard	Captain
Uriah Coolidge	1st Lieut.
John Whitcomb	2nd Lieut.
Joseph Noyes	Warrant Officer
Uriah Coolidge, Jr.	Warrant Officer

Portsmouth Station, Cutter PORTSMOUTH

Thos. M. Shaw	Captain
Caleb Currier	1st Lieut.
Moses Darnell	2nd Lieut.
George Morrill	Warrant Officer

Portland Station, Cutter MORRIS

Henry D. Hunter	Captain
Green Walden	1st Lieut.
W. H. Mills	2nd Lieut.
Lemuel Bryant	Warrant Officer
George Hays	Warrant Officer
Robert Greeneough	Warrant Officer

Boston Station, Cutter HAMILTON

Richard Derby	Captain
Lewis Girdley	1st Lieut.
Penn Townsend	2nd Lieut.
Saml. P. Scott	2nd Lieut.
Thos. Stoddart	Warrant Officer

New Haven Station, Cutter WOLCOTT

Andrew Mather	Captain
Daniel P. Augur	1st Lieut.
H. A. Tracy	2nd Lieut.
W. B. Taber	Warrant Officer

Newport Station, Cutter VIGILANT

John Cahoon	Captain
Thos. Hudson	1st Lieut.
Stephen Thatcher	2nd Lieut.
Stephen Cornell	Warrant Officer
John G. Munn	Warrant Officer
Peter Stover	Warrant Officer
James Thompson	Warrant Officer

New York Station, Cutter ALERT

Chas. H. Bell	Captain
J. H. Rowan	1st Lieut.
G. A. O'Brien	2nd Lieut.
John Taylor	Warrant Officer
John Little	Warrant Officer
A. P. Brittingham	Warrant Officer
Egbert Van Buren	Warrant Officer
Robert Boyd	Warrant Officer

New York Station, Cutter RUSH

Oscar Bullus	Captain
John J. Glasson	1st Lieut.
Stephen C. Rowan	2nd Lieut.
Jos. A. Bender	Warrant Officer
John Egbert	Warrant Officer

Delaware Station, Cutter GALLATIN

W. N. Polk	Captain
Enos Schillinger	1st Lieut.
Josiah March	2nd Lieut.
George Berriman	Warrant Officer
Arnold Burrough	Warrant Officer
Chas. Groover	Warrant Officer
John H. Maulsby	Warrant Officer
James B. Rodgers	Warrant Officer
John McGowan	Warrant Officer
Joseph D. C. Binder	Warrant Officer

Baltimore Station, Cutter CAMPBELL

Nicholas Bicker	Captain
John Besse	1st Lieut.
W. M. A. Moore	2nd Lieut.

New Bern Station, Cutter DALLAS

F. Green	Captain
T. C. Rudolph	1st Lieut.
Richard Evans	2nd Lieut.

Norfolk Station, Cutter CRAWFORD

John A. Webster	Captain
Ezekiel Jones	1st Lieut.
Robert Wilson	2nd Lieut.
Beverly Diggs	Warrant Officer
Thos. Sands	Warrant Officer
William Maurice	Warrant Officer
Chas. Clarke	Warrant Officer
Peter Gerahty	Warrant Officer
J. M. Stannard	Warrant Officer

Norfolk Station, Cutter DEXTER

W. Coody	Captain
Thos. Eveleth	1st Lieut.
Phil Gatewood	2nd Lieut.
John Walker	Warrant Officer
George Wilson	Warrant Officer
W. S. Young	Warrant Officer

Charleston and Key West, Cutter MARION

John Jackson	Captain
Robert Day	1st Lieut.
N. L. Coste	2nd Lieut.

Mobile Station, Cutter ALABAMA		
Winslow Foster	Captain	
L. C. Harby	1st Lieut.	
W. B. Whitehead	2nd Lieut.	
Mobile and Key West, Cutter PULASKI		
William Olmstead	Captain	
Thos. M. Randolph	1st Lieut.	
H. B. Nones	2nd Lieut.	
New Orleans Station, Cutter INGHAM		
James Nicholson	Captain	
C. B. Childs	1st Lieut.	
John Martin	2nd Lieut.	
Lake Erie Station, Cutter BENJ. RUSH		
Daniel Dobbin	Captain	
Michael Connor	1st Lieut.	
Not on Duty		
William Gatewood	Captain	
Joseph Gould	1st Lieut.	
John C. Carter	2nd Lieut.	

The Service no longer recognized the titles of masters and mates, and were ignored and dropped by the Department, and commissions containing the specified rank of First, Second and Third Lieutenants were issued.

The naval uniform of 1812 and 20 was designated by the Department as follows:

Captains of Five Years' Standing, Full dress Coat. Blue cloth, broad lapels, and white lining; standing collar, trimmed with gold lace around the collar, descending around the lapels to the bottom of the coat, the upper part of the cuffs, around the pocket flaps, and around the edges of the same, a single lace around every button hole; the width of the lace on all parts of the coat, excepting button holes, not to be more than three-fourths, nor less than five-eighths of an inch; on button holes to be one half the width of that on other parts of coat.

The buttons to be one on each side of the standing collar, nine on each of the lapels, four on each of the pocket flaps, and four on each of the cuffs, two over the skirts of the coat, two on each fold between the hip buttons, and the end of the skirt, and one on each end of the skirt. On the lapels there are to be open lace button holes, on the collar, cuffs and pocket flaps, there are to be blank lace button holes; over each of the two buttons over the skirt of the coat there is to be a triangle of lace, and one triangle between the two, so that there will be three triangles, the folds of the skirts are also to be laced.

Epaulets. Two gold epaulets, with two silver anchors crossed on each other.

Pantaloon and Vest. White, Vest single breasted, nine buttons, and four buttons on and four under each of the

pocket flaps. When in full dress to wear half boots, cut and thrust swords, with yellow mountings, gold laced cocked hats, the lace not to show more than one and a quarter inches on each side.

Undress. Same as full dress, excepting the gold lace, white lining and standing collar.

Captains under Five years' Standing. Same as Captains of five years' standing excepting the anchors on the epaulets.

Masters Commandant. Full dress Coat. Blue cloth with broad lapels, and lining of the same, standing collar, trimmed with gold lace as follows: around the standing collar, descending around the lapels to the bottom of the coat, the upper part of the cuffs, around the pocket flaps, and down the folds with one single lace; four buttons on each of the cuffs, and four on each of the pocket flaps, nine on each of the lapels, and one on the standing collar. Two plain gold epaulets.

Pantaloon and Vest. white. Vest single breasted, nine buttons, four buttons under each pocket flap, buttons same as those on coat, but smaller.

Undress. Same as full dress, excepting lace and standing collar.

Lieutenants, Commandant, and First Lieutenants of the Line of Battle Ships. Full Dress.

Coat. Same as the Masters Commandant. One plain gold epaulet on right shoulder. *Pantaloon and Vest,* same as the Master Commandant, excepting that they are to have only three buttons under each pocket flap.

Undress. Same as full dress, excepting the lace and standing collar.

Lieutenants, Dress and Undress

Same as Lieutenants Commandant, only that they are to wear the epaulet on the left shoulder. (Lieutenants of five years' standing shall wear the epaulet on the right shoulder).

Masters Commandant, Lieutenants Commandant, First Lieutenants of Line of Battle ships and Lieutenants, when in full dress are to wear half boots, cut and thrust swords with yellow mountings, and gold laced cocked hats, the lace not to show more than one and a quarter inch on each side.

Midshipmen. Full Dress

Coat. Blue cloth, lining of the same, lapels to be short, with six buttons, standing collar, with a diamond formed

of gold lace on each side, not exceeding two inches square; no buttons on cuffs or pockets. When in full dress to wear plain cocked hats, half boots, and cut and thrust swords, with yellow mountings.

Pantaloon and Vest, white, the same as Lieutenants, excepting the buttons on pocket flaps.

Undress. A short coat, rolling cape, with a button on each side.

Masters Mates. Same as Midshipmen, with an addition of three buttons on each of the cuffs.

Boatswains, Gunners, Carpenters and Sailmakers, short blue coats with eight buttons on each lapel, wearing cape, blue pantaloons, white and round hats with cockades, no side arms.

All other officers, permitted to wear blue pantaloons, round hats, and dirks, in undress.

That the uniform of Captains in the Revenue Cutter Service resembled closely the one prescribed for master commandants, there can be but little doubt, and the uniforms of Lieutenants were also modeled after the naval regulations.

In 1830, John Branch, Secretary of the Navy, changed the above uniform substituting gold embroidery for lace; white breeches with small Navy buttons and gold knee buckles white silk stockings and low shoes. Previous to these regulations the buttons of the several grades differed in styles of devices, but this was changed, and all officers ordered to wear button known as No. 1.

The uniform of the Marines for many years and up to 1839 was a green coat with white or buff facings, an undress frock coat of the same color, sword with white ivory cross hilt and brass scabbard, and white leather belts. In 1839 this style was changed to blue with red facings.

Admiral Preble is authority for stating "Previous to 1830, and I believe some little time after, the sailors wore red waistcoats when in their mustering suits. A neat pair of stockings and light pumps completed his full dress costume. The sailor's uniform in 1835-39 was a blue cloth jacket and trousers and a white shirt, with a large blue namkeen collar and front, trimmed with rows of white tape.

The Secretary of the Treasury also emulated the example set by his worthy colleague, and issued an order that the

officers of the Revenue Cutter Service should provide themselves with—

Captain

Blue dress coats, rolling collar, nine buttons on each lapel, four on each cuff, four on each pocket flap and four on skirts. All seams of coat to be piped with yellow cord..

Two plain gold epaulets.

Trousers blue to be worn outside of boots. Vest blue or white with four buttons on each pocket flap. Hat, pattern known as "Stove pipe," ornamented on left side with a black cockade with brass buttons in center.

First Lieutenants

The same omitting one button on cuff and pocket flaps, and wearing one epaulet on right shoulder.

Second Lieutenants

The same omitting one button on cuffs and pocket flap, and wearing epaulet on left shoulder.

Third Lieutenants

The same, omitting one button on cuffs and pocket flaps, and no epaulet.

Allusions have been made to two styles of buttons worn in the Revenue Cutter Service between the years 1819-32. An officer who entered the service fifty years ago, states that the design "was a handsome eagle pattern, with a shield under one wing." Regarding uniform he continues, "The sloop-of-war NATCHEZ, Commodore Jessie D. Elliott, was ordered to Charleston, S. C., during the nullification excitement. A ball was given to the officers, at which Captain William A. Howard, U. S. Revenue Cutter Service appeared in the uniform of a Post captain of the Navy. This gave offence to the commodore who reported the facts to Secretary of the Navy Woodbury, and a change in the Revenue Cutter uniform soon followed by omitting the yellow pipings on the seams."

Another senior officer of the service gives the following version of the affair.

"Late in 1834, the United States Frigate POTOMAC, Commodore Downs, arrived in Boston from a cruise in the East Indies, where she had, on the coast of Sumatra, bombarded and set fire to a town, the inhabitants of which had plundered and destroyed the ship FRIENDSHIP of Salem. A ball was given to Commodore Downes and his officers at Boston, at which Captain Wil-

liam A. Howard of the Revenue Cutter Service appeared in full dress. This gave offence to the Commodore and his officers, and a complaint was made at Washington that officers of the Revenue Cutters could not be distinguished by their dress from officers of the day."

Secretary Woodbury received the Treasury Portfolio in 1834 and early in the summer of 1834, he ordered Captains Howard, Polk and Hunter to Washington informing them to either give up the custom of wearing spaullets, or to select another uniform of another color. The captains were unanimous in their determination to retain the old time-honored badge of their rank, and chose grey cloth for the uniform of the Service, trimmed with black braid.

Of course, this came from the Secretary's predilections for the branch of the Service over whose interest he had formerly presided. The change caused much delight to the Navy officers and stirred up a corresponding degree of opposition and disgust amongst the officers of the Revenue Cutter Service, very few of whom were willing to adopt it, and only did so upon compulsion.

The celebrated grey uniform was issued under orders of July 21st, 1834, and was as follows:

Captain's Dress—Dark grey cloth coat, rolling collar, double breasted, lined with black silk, nine buttons on each lapel, and one on each side of collar; four buttons on the cuffs, four on the pocket flaps, one on each hip, two on middle of the shirt fold, and one at the extremity of the skirts; a strip of black braid one inch wide to be worn around the sleeves, above the cuffs, two gold epaulets, plain cocked hat, small sword, black leather belt, and gilt mountings; black silk cravat, buff vest, nine buttons and four under pocket flaps. Dark grey or white pantaloons, to have strip of black braid, one inch in breadth on the outer seam.

Undress—Dark grey single-breasted coat, standing braided collar, nine buttons in front and four on each cuff.

First Lieutenant's Dress—Same as captains, omitting one button on cuff, and one on each pocket flap, also omission of epaulet on left shoulder.

Undress—Same as captain's with same exceptions.

Second Lieutenant's Dress—Dress and undress same as first lieutenants, except the epaulet to be worn on left shoulder.

Third Lieutenant's Dress—Same as

second lieutenants, with omission of braid on coat.

Admiral Preble states "Buttons for cuffs ornaments were said to have originated in the whim of some old commodore to keep the youngsters from rubbing their sleeves across their noses. If so, the habit must have continued to later life, for we find in old uniforms the sleeves of officers of all ranks so ornamented; and as the captains had four buttons of large size on their cuffs, they must have been more addicted to the habit than the youngsters."

On January 15, 1836, Secretary issued the following directions concerning uniform:

Captain's Dress—Blue cloth coat with rolling collar, double-breasted, lined with black silk; nine buttons on each lapel; four buttons on the cuffs, four on the pocket flaps, one on each hip, two on the middle of the skirt fold, and one at the extremity of the skirt; a strip of black braid, one inch wide, to be worn around the sleeve immediately above the cuff; two plain gold epaulets; cocked hat, with gold tassels, and four rows of gold buttons diagonally from top to bottom, with rosette on left side; small sword, of pattern furnished by "Ames," Springfield, with black glazed leather belt, and gilt mountings; left clasp of pattern furnished by Owen, Evans and Co., Washington City, center piece same device as the button, and the outside rim plain burnished gold; black silk cravat or stock; buff vest, single-breasted, with nine buttons in front, and four under pocket flaps; blue or white pantaloons, blue pantaloons to have a strip of black braid, one inch in breadth, on the outer seams, extending from the hip to the bottom; short boots, worn under pantaloons, or shoes, with stockings to cor-
loons as the officer may elect.

Undress—Blue cloth frock coat, with standing braided collar, single-breasted, with nine buttons in front, and four on each cuff. Navy "Regulation" cloth cap, with two gold bands half-inch wide; glazed cover in bad weather.

First Lieutenant's Dress—Same as captain's with the exception of one button less on each cuff, and one less on each pocket flap; and also with the omission of epaulet on left shoulder.

Undress—The same as captain's, with the same exceptions.

Second Lieutenant's Dress—Dress and undress same as first lieutenant's with the exception that the epaulet is to be worn on the left shoulder.

Third Lieutenant's Dress and Undress—Same as second lieutenant's with the omission of braid on coat.

The button established for the Service will be impressed with the shield of the Treasury Arms, surmounted by a fowl anchor, according to a pattern furnished from the Mann factory of L. Kendrick.

Warrant Officers—Blue cloth coat or jacket, with nine revenue buttons on lapels, three under pocket flap, and on each cuff; white or blue pantaloons, according to the season.

Seamen—Blue cloth jacket, nine revenue buttons on lapels, white frock collar and facings of blue, with a star worked on each side of collar, and two on each side of breast, white or blue trousers, according to the season, with blue belt.

Admiral Preble states, "Midshipmen were about the same time (1838) allowed to wear a gold band, which being a new thing they sported freely, and caused a newspaper to remark 'never had been seen so much hair and gold lace in the streets of Boston.'"

Shoulder straps were not particularly described, and therefore, according to an officer's fancy, were embroidered around the edges, or with oak leaves, or were a simple strip of gold lace; and were generally used over the strap of the epaulet to confine it down when one was worn."

Shoulder straps were adopted in the Revenue Cutter Service in 1838. The writer has a picture of Captain Josiah Sturgis, U. S. Revenue Cutter Service, in the undress uniform, described above, with shoulder straps of gold lace on each shoulder.

CHAPTER V.

NULLIFICATION EXCITEMENT—HOSTILITIES WITH THE SEMINOLES—ADVERSE COMMITTEE REPORTS AGAINST THE SERVICE, 1835-1840

Cutter at Charleston—Hostilities with Seminole Indians—Compensation of officers increased, 1836—Cruising orders to the JACKSON—Petitions to Congress by Ezekiel Jones—Commendatory letters received by him—The WOODBERRY transferred to Navy acts as packet between New Orleans and Mexican ports—Captain Josiah Sturgis of the HAMILTON visits Yarmouth—The Francis Life boat—The Schooner *Campbell*, former Revenue Cutter becomes a slaver and is captured by British—A steam propelled Revenue Cutter is projected—Employment of Pilots—Revenue Cutter service to lighthouses discontinued—Committee on Commerce against maintaining Revenue Marine Service.

DURING the nullification excitement several Revenue Cutters were detailed for duty in Charleston harbor to defend the interests of the United States, and the Custom house was established at Castle Pinckney. On the arrival of a ship from Havana, loaded with sugar, she was boarded by a lieutenant from the cutter ALERT, and compelled to anchor under the guns of the cutter and Fort Moultrie, the sugar was discharged, stored in the fort, and kept there until the duties were paid.

In 1836 hostilities were commenced in Florida by the Seminoles. Major Dade's command at Fort Brook was ordered to the assistance of the Indian agent. On the march the force was ambushed, and every man massacred, except one, and Fort Brook was in great danger.

The United States Revenue Cutter WASHINGTON from Key West arrived in time to land guns and men, and guard the passage to the river. The Indians, finding through their scouts that ample preparations had been made for their reception, wisely avoided making an attack.

A fleet of Revenue Cutters continued to perform active duty for two and a half years, which was very irksome to officers and men, chasing invisible savages in the everglades and swamps. All hands were rewarded by the grant of a quarter section of land.

The compensation of the officers was increased by the Act of July 2, 1836, as follows:

To captains, \$1,200 per annum; to first lieutenants, \$960 per annum; to second lieutenants, \$860 per annum; to third lieutenants, \$790 per annum.

Pilots, engineers, boatswains, gunners, and carpenters held their appointment under warrants issued by the head of the Treasury Department.

In order to establish uniformity in the force employed on board Revenue Cutters, as well as equality, in the compensation allowed the petty officers and crews the following rates were established:

One able-bodied seaman to every five tons admeasurement, including a boatswain, a gunner, and a carpenter. A cabin and ward room steward and one cook were also authorized. Two boys were considered equivalent to one seaman. The compensation to a boatswain, gunner and carpenter was twenty dollars per month. Cook and stewards, eighteen dollars, seamen sixteen dollars, and boys six to ten dollars per month. Pilots received fifty dollars, and one navy ration per diem. Commuted rations were allowed for servants, etc., at the rate of twenty-five cents per day.

Captains when detailed for shore duty, received twenty-four dollars per month commutation for quarters and fuel, and for the pay and rations of a servant acting as a steward, at the rate of fifteen dollars per month. The other commissioned officers received twelve dollars for quarters and fuel, and five dollars for a servant. Ten cents per mile was allowed for traveling expenses, and many articles for cabin and ward room were furnished by the Department.

To replace articles of cabin and ward room furniture worn out and expended, twenty-five dollars per annum was allowed for the cabin and a like sum for the ward room.

Anything beyond that amount was procured at the expense of the officers.

To encourage habits of temperance amongst the seamen, the spirit ration was discontinued, and three cents allowed in lieu, which was paid at the end of each month.

Inventories were made out in the month of January of each year.

In 1836 the Revenue Cutter JACKSON was detailed to cruise on the Coast,

with special orders "to aid persons at sea, in distress, who may be taken on board and carried to the most convenient port." They were also instructed to assist in the preservation of property found on board of wrecked vessels, and to secure the cargoes for the benefit of their owners, and shall be entitled to receive such salvage as may be awarded by proper authority.*

The JACKSON was officered as follows: Henry D. Hunter, Captain; N. L. Coste, 1st Lieut.; Thomas Sands, 2nd Lieut.; Senior 3rd Lieut., Richard Powell; Jr., 3rd Lieut., John W. Hunter.

On December 22d, 1837, the President authorized the Secretary of the Treasury "to cause any suitable member of public vessels, adapted to the purpose, to cruise upon the coast, in the severe portion of the season, and to afford aid to distressed navigation." From that date this onerous duty has been yearly discharged by the Revenue Cutter Service, and forms the brightest and most distinguished feature connected with the corps. The number of lives saved each winter are numerous, and not only seamen, but men, women and children, who through the efforts of officers and men of the Revenue Cutters have been snatched from the sinking wreck, unite in their prayers and praises, a grateful word for those who so faithfully keep watch and ward along the rock-bound coast, swept by fierce gales and lashed by the death dealing breakers.

Petition to Congress

The following petition appears in the 20th Congress, January 16th, 1829:

"That by the act of Congress, approved May 11th, 1820, there was granted to Angus O. Frazier and others, who at the time of the seizure of the British vessel ARDENT in 1811, were officers of the Cutter LOUISIANA, the sum of \$5,239.62, to be distributed amongst those entitled to receive it by the act of April 18th, 1806.

By the duplicate pay roll of the cutter, signed by Captain Frazier, it appears that Philip A. Bush was first lieutenant and George Smith, the second lieutenant of the cutter.

Captain Frazier received \$2,278.09 and Philip A. Bush \$1,594.67, and the residue was carried to the surplus fund.

On behalf of the petitioner, it is alleged that Captain Frazier was the only

commissioned officer on board the cutter at the time of the seizure. It appears that Captain Frazier, also asserted this position and claimed the whole money. But as he has, under his hand, stated in the pay roll that Bush and Smith were lieutenants, it cannot be alleged in his behalf, that they were not such officers, and the committee recommended the following resolution:

Resolved. That the prayer of the petitioner ought not to be granted.

Ezekiel Jones petitioned Congress January 27th, 1838: "That in obedience to orders from the President of the United States under date of January 6th, 1836, he being then in command of the United States Revenue Cutter WASHINGTON, sailed for Tampa Bay and served in conjunction with the Navy of the United States, until the 9th of July, 1836; that as he was acting with the Naval force, and was in fact a part of it, and subject to all the increased expenses of an officer in the Navy in like command, and having faithfully discharged all his duties, he believes himself honestly entitled to the pay of an officer of like rank in the Navy, and he prays that the same may be allowed him.

In 1799

By the act of 25th February, 1799, entitled "An act for the augmentation of the Navy," the President was authorized to place on the naval establishment, and employ accordingly, any of the revenue cutters which had been increased in force—and to allow and officers and crews of such vessels, at his discretion, the pay, subsistence, and advantages, proportionably to the rates of such vessels, etc., etc. The service is that to which the compensation has reference, and not the rank of the officer by which it is rendered. This view of the subject is fully sustained by the spirit of the act of the 3d March, 1835, to regulate the pay of the Navy, in which it is declared that "Officers temporarily performing the duties belonging to a higher grade, shall receive the compensation allowed to such higher grade, while actually so employed.

It appears that the petitioner, while serving in conjunction with the naval force in the manner stated, rendered essential service to the country, and performed all the duties assigned him with great fidelity and ability, for which he deserved and received the highest commendations of his superior in command.

* Rules and Regulations for the Government of the United States Revenue Marine, 1843, page 17.

The committee are therefore of opinion that the petitioner is justly entitled to the same pay to which an officer of like grade in the Navy would be entitled for like service, and therefore report a bill.

Public No. 170

An Act for the relief of Captain Ezekiel Jones of the U. S. Revenue Service.

Be it enacted, etc.—That the proper accounting officers of the Treasury be, and they are hereby authorized to allow Ezekiel Jones for his services as Commander of the U. S. Revenue Cutter WASHINGTON, while acting in conjunction with the Navy of the United States, in eighteen hundred and thirty-six, the same amount of pay as a lieutenant in the Navy would be entitled to receive for like services.

Approved March 3d, 1839.

Captain Jones' orders read as follows:

Treasury Department, Jan. 6th, 1836.

Sir: By the direction of the President, the revenue cutter WASHINGTON, under your command, is placed under the orders of the Secretary of the Navy. Accordingly, until otherwise directed, you will obey such orders as you may receive from the Navy Department.

Respectfully, sir, your obedient servant.

Levi Woodbury, Sec. of the Treas.

To the Officer-in-command—Revenue Cutter WASHINGTON.

Fort Brooks, Florida,
February 4th, 1836.

Despatch from Governor Eaton

Sir:

In a despatch from Gov. Eaton, of the 20th ultimo, he expresses a wish that you should make a reconnoissance of Charlotte harbour, etc. Allow me, as Commandant of this Fort, to add to the weight of his excellency's instructions of the expediency of which our joint opinions have for several days tended. The United States ship VANDALIA will afford perfect security to the United States interests here; and a speedy report of your operations will no doubt be very acceptable to the Governor, whose junction with this command may be soon expected.

I take this occasion to express the sense of obligation your liberal and prompt conduct has excited. Your early supply of part of your armament, and

other effective co-operations, I am well pleased to acknowledge.

I have the honor to be, Your obedient servant.

F. X. Belton,
Captain, Act'g. Commander.

To:

Capt. E. Jones,
Revenue Cutter WASHINGTON.
U. S. Ship CONCORD,
Off Passage Island,
Tampa Bay, June 26th, 1836.

Dear Sir:

I avail myself of your departure for Pensacola, to express to you the pleasure I feel in the assurance that the revenue cutter under your command has been very useful in sustaining the interests of our country during the period you have been placed under my directions.

The promptness with which you have executed every order, for the last three months, whilst co-operating with this vessel, in protecting the inhabitants of Florida, and in the various expeditions against the hostile Indians, deserves my approbation and entitles you to my confidence and esteem.

Wishing you all success in your career, I remain, dear sir, very respectfully, your obedient servant.

M. P. Mix, Commander.

To Captain E. Jones, Commanding,
U. S. Revenue Cutter WASHINGTON,
Tampa Bay.

United States Ship VANDALIA,
Tampa Bay, April 28th, 1836.

Dear Sir:

Previous to my departure for Pensacola, I take pleasure in assuring you, the services of the revenue cutter under your command have been of essential benefit to the interests of our country in co-operating with this ship and the army of Florida, in their operations against the Seminole Indians.

The promptness with which you have executed every duty that I have required of you merits my highest approbation and entitles you to my confidence and esteem.

I have the honor, dear sir, to be, respectfully, your obedient servant.

Thos. T. Webb.

To Captain E. Jones, Commander
of the U. S. Revenue Cutter
WASHINGTON, Tampa Bay.

In 1839, a Philadelphia paper states, "The Revenue Cutter GALLATIN, Captain Jones, anchored off the Philadelphia Navy Yard on Friday afternoon, and

fired a salute of thirteen guns which was returned from the yard. She is to be repaired, etc. . . ."

On The Campbell

The Revenue Cutter CAMPBELL, commanded by Lieut. N. L. Coste, was also operating on the Florida coast, during the Seminole War, under the direction of John T. McLaughlin, Lt. Comdt., U.S.N. But the vessel was so far decayed as to be of but little use. She was anchored inside the reefs, and with her armed boats, was employed to the best advantage. The boats were used as pickets and patrolled the coast with becoming vigilance. The WOODBURY was detached from the Revenue Cutter Service, and transferred to the Navy Department. John S. Nicholas, Lt. Comdt., taking command, and sailed for New Orleans, and the Mexican Coast. She conveyed Colonel B. E. Bu, Minister from Texas to Mexico. She continued as a Government packet between New Orleans and the Mexican ports of the Gulf of Mexico, during the hostilities between Mexico and France. She was eventually turned over to the Revenue Cutter Service, and manned by her old set of officers.

In 1839, the Secretary of the Treasury ordered the Revenue Cutter HAMILTON, Captain Sturgis, to proceed to the British Provinces and ascertain the causes leading to the seizure of American fishing vessels, for alleged encroachments upon British ground, and to report facts to the Department. The *Boston Times* contains the following account of the manner in which Captain Sturgis acquitted himself in his new and novel duties.

"Our friend, the commander of the U. S. Revenue Cutter HAMILTON, acquired much applause during his trip to New Brunswick. The Yarmouth paper, after bestowing many compliments upon his civil and intelligent manner of negotiations in the business of the fishing vessels, has the following account: On Monday last a large party of ladies and gentlemen were invited on board the U. S. Cutter HAMILTON, lying in our channel, but owing to the wind being very high, many were deterred from attempting to go. Between twenty and thirty, however, were taken off in the life boat, belonging to the cutter, and arriving on board, were received by Captain Sturgis and officers, in uniform. The band composed of seamen playing the most enlivening airs, among them

"God Save the Queen." After examining every part of the vessel, which exhibited much neatness, elegance, and convenience of arrangement, the party returned to the cabin, where the table was well supplied with choice wines, and where a beautiful portrait of Queen Victoria occupied a conspicuous place. The healths of the President of the United States—of Queen Victoria, and of Captain Sturgis and his fine crew were cordially drank, and the party returned on shore delighted with their visit, and particularly with the handsome treatment of Captain Sturgis.

The HAMILTON is the first American government vessel that ever visited this port." The HAMILTON on arrival at Yarmouth received a salute of 22 guns which was returned.

The Old Hamilton

During the cruise, and while in the Bay of Fundy, the HAMILTON shipped a heavy sea, which carried away the life boat. On her return down the bay, the boat was recovered, and it was found that she had not lost an oar or a single article belonging to her. The plug in the bottom of the boat had been taken out previous to the accident, but when recovered there was but little water in her, and she was riding the waves in a noble and buoyant manner.

The inventor was the celebrated* Francis who also originated the well known life car so extensively used in the Life Saving Service. Like thousands of other inventors the fruit of his brain failed to bring him the reward he so richly deserved, and others reaped the benefit of his genius. This is what Francis claims. Captain Sturgis thus speaks of the invention.

This is to certify, that in the month of July, 1839, I was requested to go down to Nantasket Roads (Boston Harbor) to quell a mutiny on board the brig ARGALI. In this I succeeded. I went down in my life boat, built by Mr. Francis, of New York; had six oars and two setters in the stern. On my return to the city, I was over taken by a violent tempest, during which I discovered a sail boat in a dangerous situation and unmanageable. I proceeded to her and rescued seven boys from a watery grave, taking them on board the cutter HAMILTON. I could not have accomplished this with any other boat belonging to the vessel.

* A full description of the boat with illustrations will be found in the first volume of Harper's magazine.

Owing to the buoyancy of this life boat, I was enabled to land a few weeks since, four tons dead weight to the Boston light house. The most remarkable fact in regards to this boat, is that which occurred in the Bay of Fundy: I had a severe gale, and while lying to, with a heavy sea, I carried away my cranes, and, of course, my life boat; the next day, after the gale abated, on my return down the Bay, I picked the boat up, and found everything in her; the plugs were taken out on the commencement of the gale in consequence of shipping much water. I know of no ordinary boat that will do this, and therefore Mr. Francis' boat is a very great improvement."

Josiah Sturgis, U. S. Rev. Service,
Boston, December 10th, 1839.

The Revenue Cutter **WOODBURY**, under the command of Captain Ezekiel Jones, was now ordered to cruise from the mouth of the Mississippi along our own coast, and that of Texas, and Mexico, with authority to freight specie from Mexican ports.

Captured by British

The schooner **CAMPBELL**, formerly a Revenue Cutter, was captured this year (1839) by a British brig of war, on the coast of Africa. She was captured under American colors. The vessel requiring repairs was permitted to enter the Mesurado, where some of the crew disclosed the fact that she belonged to a notorious Spanish slave dealer, known as Blanco. On this the captain, Jacob Galt, fled from the vessel, which with her cargo, will be a prize to the colonial authorities. The schooner is 63 tons, and was to have taken 250 slaves from Gallenas to Havana.

Captain Sturgis and his officers applied to Congress asking that the benefit of the Navy pension laws be extended to officers and seamen of Revenue Cutters. Mr. Knight, M. C. presented the memorial, which was referred to the Committee on Naval Affairs. They decided—"In the bill consolidating the pension laws, agreed upon by the committee of the present session, provisions of this sort is made in all cases where revenue cutters, called into the service by the President of the United States, do actually co-operate with the United States Navy. To go beyond this would be transcending the just policy of pension laws."

In February, 1837, the Secretary of the Treasury was requested to lay before

the House of Representatives an estimate for the cost of a steam Revenue Cutter, which was the initial step towards the introduction of steam into the service. In the winter of 1839 the advocates for steam cutter waxed more numerous and persistent, and the *Boston Journal* thus alludes to the subject.

"It was but a week or two since that we referred to the subject of steam cutters, and endeavored to show the great benefit which would accrue to commerce, especially in the winter season, for the assistance of vessels in distress. The advantages of a steam cutter are particularly obvious at this time. It is reported that there are several dismasted vessels now in the bay, and it is found necessary to send to Hingham for the purpose of procuring a steamboat to tow them into port. The cutter **HAMILTON** would be altogether useless for a service of this kind—but a steam Revenue Cutter might be the means, after such a gale as we have recently experienced, of saving much property to individuals, and of course a large amount of revenue to the government. We learn that a petition to Congress to establish a steam cutter in this service, has been prepared, and is now awaiting signatures. Every merchant, indeed every man interested in navigation, (and who is not) should sign it. Congress will not refuse to grant the petition.

Employment of Pilots

The regulations governing the service at this time, provided for the employment of pilots, provided the *Collector*, thought it necessary, the compensation not to exceed \$20 per month, and two navy rations per diem. The *Collector* could also suspend Captains from duty for disobedience of orders, or other misconduct. And any officer suspended to be incompetent to act as an officer of the customs. The captain was responsible for the safety of the vessel, good order of the crew, and the care of all public property on board.

The first lieutenant was responsible for the prompt discharge of the general duties of the vessel. He attended to the watching, quartering, messing, and stationing of the officers and crew. He caused reports to be made from the several departments every morning, and communicated all wants, and the condition of the vessel to the commanding officer. He caused the decks to be cleansed every day, under the direction

of the junior lieutenant, who was made accountable for its execution, and reported same to the senior lieutenant. The senior lieutenant was to allow no man or boy to be punished without the assent of the Commander, and the crew were to be exercised weekly at the guns. The duties of second and third lieutenants were not specified. Article 10th merely stating, "The officer having charge of the berth deck will be charged with the care of the provisions and he will be responsible for their safe-keeping. He will also see that the fire in the galley is extinguished, at such times as the officer in command may direct."

The gunner had charge of and was accountable for the good condition of the battery and small arms of the vessel.

The boatswain had charge of sails, awnings, canvass, rigging, and blocks. He was also charged with the care of cables, anchors, hawsers, etc., and was required to examine the mast heads daily and report the condition of the rigging to the senior lieutenant.

The carpenter had charge of boats, oars, masts, spars, and gratings. He looked after the pump gear, and attended to the vessel being pumped out once in twenty-four hours.

If repairs became necessary, new sails or spars wanted, the captain made requisition upon the Collector, who exercised his judgment in allowing the same. If the amount exceeded \$150, the estimate and report of the survey was submitted to the Department. The cruising grounds of the cutters were designated from time to time by the Collectors, under whose superintendence they were placed, and were forbidden to leave their stations without leave from the Secretary or express direction of the Collector.

The Lighthouse Tenders

The Revenue Cutters were not to be employed in carrying oil or other cumbersome supplies to the light-houses or light boats or in other duties appertaining to that service, unless upon some emergency determined by the Collector, and reported to the Department. But when it did not interfere with the duties prescribed by law, the cutters could visit the light houses within their districts or cruising grounds, for the purpose of ascertaining their wants and condition. The captains were instructed to report

to the Collector, the state of the several light houses, and floating houses, also the state of the buoys, etc.

The Revenue Cutter DEXTER, Captain Day, was reported February 27th, 1839, as arriving at Charleston from a cruise between that place and St. Mary's, via Brunswick, Ga., superintending the buoys on the different bars.

The Committee on Commerce having been influenced by a sudden spirit of economy, were particularly severe on the Coast Survey, light houses, and revenue cutter management. Regarding the cutters the committee reported:

"There is another source of great and extravagant expenditure, which in the opinion of the committee, might be properly retrenched. It is the Revenue Cutter Service. This is a naval force, springing up amongst us, controlled by the Secretary of the Treasury, accountable to no one but him, extended at will by him, supported by him out of the revenue before it goes into the Treasury, and may cost the country whatever he shall direct. He appropriates and pays, without the sanction of Congress, and even without its knowledge. The country knows nothing of the expenditures, unless called for by either house. The Collectors of the ports pay the expenses of this Treasury navy and the Secretary of the Treasury approves or rejects the expenditures. The crews, ships, and boats are subject to their orders, for pleasure, interest or public service. The professed object is to aid in the collection of the revenue; but, as our revenues have decreased, the expenses of these cutters have increased. There must be some other extraneous matter connected with this service, which acts injuriously upon the public Treasury.

The following is a statement of the expenses of this service, and the amount of revenue collected for certain years stated:

<i>Year</i>	<i>Expenses of Cutters</i>	<i>Revenue Collected</i>
1830	\$163,755	\$21,922,391
1831	167,160	24,224,441
1832	193,174	28,465,237
1833	261,142	29,032,508
1834	213,140	13,564,413
1835	199,546	21,463,789
1836	180,930	26,013,779
1837	274,803	13,500,509
1840	221,910	13,499,502

Thus while the revenue from 1833 to 1840 was diminished by reduced duties under the compromise act, and the inducements for smuggling greatly removed, the expenses of its collection in this branch of this service have maintained their extravagant amounts.

Some idea may be found of the extravagance of this service from the following statement of the expenses of some of the revenue cutters for 1837.

GALLATIN, \$16,759; HAMILTON, \$16,721; MORRIS, \$17,166; TANEY, \$19,481; WASHINGTON, \$25,275; and WOODBURY, \$23,694.

The annual cost of these revenue cutters is more than half sufficient for the pay of a sloop of the first class for the same time.

Committee in Bad Humor

Instead of strong substantial boats of light draught, which are capable of pursuing smugglers into the creeks and inlets of the coast, armed vessels of

heavy burden have been substituted, which are incapable of passing the bars and shoals, over which the smugglers may safely pass and escape. The committee believes that a proper economy requires the sale of these vessels, and the substitution of good and substantial boats in their places, by which three-fourths of the expenses now incurred may be saved; and if any service should arise calling for the aid of armed cutters, the home squadron might be employed, etc."

The committee were evidently in a bad humour, and inclined to look with disfavor on the service. The assisting of vessels in distress, the saving of lives and valuable property, and the amount of duties thus secured to the government are items that do not appear to have entered into their argument. However, the report did not appear to influence adverse legislation, and the Revenue Cutters were not sold, or the service reduced, as recommended.

CHAPTER VI.

SALVAGE QUESTIONS—PAY DIFFERENCES AND RANK—INQUIRY INTO ABOLISHMENT OF THE REVENUE MARINE SERVICE, 1840-1844

Cruising orders issued to Captain Josiah Sturgis—A Revenue Cutter claims salvage from the ship *Hercules* of Boston—*Hercules'* case settled by compromise—Officers memorialize Committee on Commerce, requesting equalization with Naval Officers—Commodore C. Morris on relative rank—Relative rank between Army and Navy during Revolutionary War still recognized—Inequalities in pay pointed out—Suggested employment of armed steamers in place of Revenue Cutters—Report by Committee on Commerce to abolish—Treasury Department rejoinder against abolishment—*Rules and Regulations* of the *Revenue Cutter Service* revised, 1843—Establishment of a *Revenue Marine Bureau*—Military honors and ceremonies prescribed—Recognition of death of President Garfield.

ON June 6th, 1840, Lieutenant R. Evans received leave of absence for six months without pay. On September 30th, 1840 "*Supernumerary officers*" were discontinued, viz: Captain John Besse, Lieut. William Russell, Lieut. W. B. McLean. The McLANE was ordered to be sold, and the MADISON temporarily transferred to the Delaware station. The officers of the MADISON, not ordered to other stations were to await orders, and those formerly attached to the McLANE were ordered to the MADISON.

The following order was issued for the first time November 30th, 1840:

Treasury Department,
November 30th, 1840.

Sir:

As the season is approaching when much suffering and distress experienced by vessels bound to ports of the United States from long voyages, may be alleviated by the agency of the revenue cutters, while cruising on the coast, in discharge of the duties enjoined by law, I have thought it advisable to designate the revenue cutter HAMILTON especially for that service, and to assign you to the command of her. Accordingly, you are directed to ship a sufficient crew, and to put the vessel into a condition for effective service.

To enable you to afford the required assistance to vessels and crews in all

cases of distress, it will be proper that you should have an extra number of hands for the cruise, and that you should carry provisions, fuel, water, and other necessary supplies, in such quantities as can be conveniently stowed, and as, in your opinion, the necessities of the occasion may demand.

Thus prepared, you are directed to cruise on the coast as far north as Portland, and to call at Portsmouth occasionally, at least once in every month, keeping as close to the main land as may be consistent with the safety of the vessel, and not going into port oftener than you may be required to do so from stress of weather or want of supplies. On all such occasions you will immediately report to the Department the cause of such return to port. When supplies are required during the winter, you will of course obtain them from Boston.

While cruising you will speak all vessels approaching the coast which you may fall in with, and afford those requiring aid or relief such assistance as may be adapted to their condition and necessities, and as it may be in your power to render.

And that any supplies thus furnished may be duly accounted for, you will charge them at the cost value, and take the bills of the masters of the vessels to whom they may be delivered, on their owners or consignors, for the amount.

After the severity of the weather shall have passed, you will return to Boston and deliver the bills thus taken to the Collector for collection, who will be instructed how to dispose of the proceeds.

You will immediately report to the collector at Boston; what supplies are needed before you commence your cruise, he having been instructed to provide them on your making such report to him.

I am, respectfully, your obedient servant,

LEVI WOODBURY,
Secretary of the Treasury.

Captain Josiah Sturgis, commd'g the Revenue Cutter HAMILTON, Boston, Mass.

In compliance with the order the following vessels prepared to cruise on the coast: MADISON, at Wilmington, Del.; TANEY at Norfolk; VAN BUREN at

Baltimore; and the JACKSON at New York.

The *Baltimore American* of December 19th, 1840, contains the following article, "A Revenue Cutter claiming salvage."

"A case has lately occurred, somewhat novel, we believe, in which a Revenue Cutter in the service of the United States claimed salvage for having rendered assistance to a ship in distress.

Sometime in October last the ship *Hercules* of Boston, Captain Gregerson, laden with a valuable cargo, got ashore on the Gaskin bank on her voyage to Savannah. The Revenue Cutter CRAWFORD, Captain Rudolph, lying at anchor in the Savannah river, came to the assistance of the ship; and some portions of the cargo having been taken into the boats, the ship, at the rising of the tide, was got off without material damage either to vessel or cargo. For the services rendered Captain Rudolph claimed salvage, and filed a libel in the U.S. District Court accordingly. The demand was resisted by Captain Gregerson, who wrote to the Secretary of the Treasury complaining of the proceeding, and soliciting his interference. The reply of Mr. Woodbury was as follows:

Treasury Department,
October 31st, 1840.

Sir:

Your letter of the 24th inst. in which you complain of the libelling for salvage of the ship *Hercules* under your command by Captain Rudolph of the Cutter CRAWFORD, has been received and I have to remark in reply that the question being soon pending in the proper tribunal, to try and decide upon the rights of the parties, any interference by this Department would not only be improper, but without any beneficial effect; and that however much I may regret your misfortune, and the inconveniences to which you are subjected, it is not in the power of this Department to afford you relief.

I am, very respectfully, your ob't. servant,

LEVI WOODBURY,
Secretary of the Treasury.

Captain George Gregerson, of Ship *Hercules*, Savannah, Ga.

The case was settled by compromise; the salvors were paid \$390; the court expenses and fees for counsel were about \$364, making in all some seven hundred and fifty-four dollars paid for the assistance received from the Revenue Cutter.

But the question is not concerning the amount which was paid, but whether

an officer commanding a vessel in the service of the United States can lawfully demand compensation for assisting American vessels in distress. The captains of revenue cutters are often directed by special orders from the Department to cruise during severe weather for the very purpose of assisting vessels that may be found in need of assistance. It has been hitherto deemed a part of the regular duty of our national vessels, whether employed in the revenue service or otherwise, to aid, relieve and protect the trading ships of American merchants wherever they may be met with in circumstances of difficulty. We believe that a special claim for salvage in such cases is altogether unusual.

In June, 1840

In June, 1840, the Committee on Commerce considered for the second time the memorial of certain officers in the revenue service who were transferred by the Secretary of the Treasury, and placed under the orders of the Secretary of the Navy, by whom they were attached to a squadron under the command of Commodore Dallas, upon the West India Station, and remained there for a considerable period of time, performing duties under his orders. The memorialists contend that when transferred to, and made a part of, the naval service, they ought to be placed on the footing of naval officers.

There is no law which authorizes this allowance; but it does appear that these officers did perform the duties assigned, and were exposed to the hardships and hazards of the service, and of an unhealthy climate. There seems, therefore, to be a reasonable claim to be placed on the same footing as naval officers serving in the same stations. The only embarrassment is in assigning to the officers of the cutters their proper relative rank. The commander of a cutter, though designated as captain, can certainly have no just claim to the rank of a post captain in the Navy, or to any higher grade than that of an officer usually assigned to the command of a vessel of the size and armament of a cutter. A member of the committee addressed a letter to a member of the Board of Navy Commissioners, receiving the following reply.

Department's Reply

Washington, June 26th, 1840.

Sir:

The subject upon which you request my opinion, in your note of yesterday,

was formally referred to the Board a short time since, and a report made upon it. As this report met my approbation, I enclose you a copy. When the revenue officers are placed under the direction of the Navy Department, and made subject to the laws and regulations for the government of the Navy, it appears to be but common justice that their compensation should also be the same as that of the Navy officers who are employed in similar service, and having the same responsibilities.

The only question upon which a difference of opinion will probably arise is, that which designates the *relative* standing or responsibilities of the two classes of officers. The report appears to me quite as liberal towards the revenue officers as they have a right to expect; the House have not proposed to go as far for some of those officers. The pay for some of those officers. The pay of a lieutenant of the Navy, when employed at sea and commanding a vessel of the class of a revenue cutter, is \$1,800

When not commanding	1,500
A Master	1,000
A passed midshipman	750
With one ration each, at 20 cents a day.	

With much respect, your obedient servant.

C. MORRIS

Hon. John Davis, of the U. S. Senate.
Navy Commissioner's Office.

April 7th, 1840.

Sir:

The Board of Navy Commissioners have the honor to acknowledge the receipt of the letter from the honorable H. J. Anderson to you, and of the enclosed petition of Lieut. Stephen Cornell, of the revenue service; and in compliance with your endorsement "to report what should be the relative compensation of the officers of the Navy and revenue service when called to act together," respectfully state:

That, upon referring to the acts which have authorized the appointment and fixed the compensation of the officers of revenue cutters, they find, by the act of the 4th of August, 1790, that the commander of a revenue cutter was then designated as a *Master*, and that other officers as *Mates*; that, in the act of the 2nd of March, 1799, the commander is called captain or master, and the other officers lieutenants or mates; and, in the act of July 2nd, 1836, the commander is designated as captain, and the other officers as lieutenants, their powers and duties remaining the same as before. In the two former acts, the

monthly pay was distinctly stated; and the subsistence of the captain or master was to be the same as that of a *captain in the Army*, and that of the lieutenants or mates the same as for *lieutenants in the Army*. So far as any action of Congress, therefore, has been had, that body appears not to have placed the captain or master of a revenue cutter higher in the scale than a captain in the Army, nor the first lieutenants of the revenue cutters higher than lieutenants in the Army.

Grades of Lieutenants

If this scale should be taken as a ground of comparison, the fact that there are different grades of lieutenants, both in the Army and revenue service, would naturally suggest the propriety of classing the first lieutenants of each together; and if the second and third lieutenants of the revenue service were placed on the same standing as the second lieutenants in the Army, the former would have no cause of complaint.

The relative rank between the officers of the Army and Navy, as established during the war of the Revolution, and since recognized by the regulations of those services, with the approval of the President and sanction of Congress, places captains in the Army and lieutenants of the Navy on an equality; the lieutenants in the Navy form the lowest grade of commissioned sea officers in that service; and the scale of relative rank, as established, goes no farther. Regulations, therefore, make no provision for any rank in the Navy to correspond with the first and second lieutenants in the Army. If, however, the same principles should be extended, masters in the Navy would be classed by analogy with first lieutenants in the Army, and passed midshipmen with second lieutenants of the Army, as these two classes of Navy officers are next in succession to the lieutenants.

Congress in 1790 and 1799

If, therefore the action of Congress in 1790 and in 1799 should be considered as any guide for comparing the relative rank of officers of the revenue cutters with officers of the Army, and the rules and principles for regulating the relative rank of the officers of the Army and Navy should be considered applicable to the case now referred, it would follow that when officers of revenue cutters were acting with officers of the Navy, and under orders by which a temporary military character is given to them, captains in the revenue service

should be on a footing, as respects compensation, with lieutenants in the Navy; first lieutenants of the revenue service, with masters; and other lieutenants of that service with passed midshipmen of the Navy, if the pay of those officers of the Navy was greater than that to which the officers of the revenue service would be otherwise entitled to receive. When the general and ordinary duties, and the character of the respective responsibilities of the two classes of officers, are considered, in connection with the fact that vessels of the size of revenue cutters, when used in the Navy, would not be commanded by officers of higher rank than lieutenants, it is believed that these circumstances could not be considered as affording just grounds for higher claims on the part of the officers of the revenue service than has been herein suggested."

The Committee concludes their very interesting report as follows:

"The pay of a lieutenant of the Navy, when at sea and commanding a vessel of the size of a cutter is understood to be, per annum	\$1,800
When not commanding	1,500
The pay of a Master	1,000
A passed Midshipman	750
The pay of the Captain of a revenue cutter is	1,200
1st Lieutenant in the revenue service is	960
2nd Lieutenant in the revenue service is	860
3d Lieutenant in the revenue service is	860

Pay Differences

It is thus apparent that the pay in the two branches of service is not graduated upon the same scale. This, however, is not a very material consideration, as the responsibilities, and probably expenses, of the commander are proportionally more increased by the transfer than those of the other officers. The Committee, on the whole, are of opinion that pay graduated upon the military scale is, in fairness, due to these individuals, and report a bill in substantial conformity to the opinion of the Board of Commissioners."

On February 10th, 1840, Mr. King of the House of Representatives introduced a measure instructing the Committee of Commerce to enquire into the expediency of employing armed steamers in the Revenue Cutter Service instead of the vessels then in use, and of making that service a branch of the Navy in all respects, except so far as may be necessary to have the general direction of

it remain with the Treasury Department.

An Inquiry

In 1843 the subject was again referred to the Committee on Commerce, instructing them "To enquire into the expediency of abolishing the system of revenue cutters, and of employing a part of the Navy of the United States in that service." Mr. Huntington made the following report:

"The revenue cutter service was originally established 'for the better securing the collection of the duties imposed on wares, goods, and merchandise, imported into the United States, and on the tonnage of ships or vessels.' The protection of the revenue was the principal object which Congress had in view in authorizing the cutters to be built, and in promoting this object they have been principally employed. The officers are declared by law to be officers of the customs, and are subject to the orders of the Treasury Department, carried into effect through the collectors or other officers of the customs. The duties required of those who have the command of these vessels, are such as belong almost exclusively to the enforcement of the revenue laws. Hence it seems to be peculiarly appropriate that those employed in this service should be under the direction and control of the officer who is in charge of the execution of the laws relating to the customs. This was the leading feature of the policy which led to the establishment of this branch of the public service. It has stood the test of time and experience, and has 'worked well.' To abandon it for the purpose of trying a new experiment would be at least hazardous, and is not called for by any exigency known to the committee. To substitute officers and vessels of the Navy for the performance of the duties now discharged by means of the revenue cutters, and which are peculiar to such a service, and which have no connection with naval duties, is not demanded by reason of any defects in the existing system, nor any principle of true economy, nor any advantage it possesses over the present arrangement. So far from this, the committee are satisfied that sound policy requires that the revenue service and the naval service should be kept distinct—that the officers of the cutters should continue to be officers of the customs, responsible as such, confined to their appropriate duties, and under the direction of the Secretary of the Treasury, who is charged with the ad-

ministration of the laws relating to the customs. By this arrangement the cutters can have their stations assigned them where they will be most useful, and which can be changed from time to time, as the public service requires, and without delay; they will be under the constant supervision of the collector, who it is reasonable to presume, from the nature of his official duties, will be able to give orders more promptly than any *other* person; their officers being *civil* officers will have no connection with the Navy, which is a distinct branch of the service, and whose officers are subject to other regulations, and whose duties are more appropriate to the service in which they are engaged. If the Navy were to be employed in the place of cutters, it must be under the direction of the Navy Department, so far as the revenue service is concerned, or but little, if any practical good would follow from its employment in this service. It is not believed to be expedient to create a new commanding officer of the Navy for this service. The committee would enlarge upon the general subject submitted to them, but they deem it unnecessary, inasmuch as they concur in the views of the Secretary of the Treasury, in his letter to them, which they annex to this report, and which the objections to the proposed change in the existing laws, are concisely, yet fully stated. They recommend, therefore, the adoption of the following resolution:

A Resolution

Resolved. That it is not expedient to abolish the system of revenue cutters, and to employ a part of the Navy of the United States in that service.

Treasury Department,
February 9th, 1843.

Sir:

I have the honor to acknowledge the receipt of your communication of the 2d. Inst. accompanied by a resolution of the Senate, directing the Committee of Commerce "To inquire into the expediency of abolishing the system of revenue cutters, and of employing a part of the Navy of the United States in that service," and requesting the opinion of the Department upon the subject.

Concurring in the justness of your remark, that a careful examination is due to a measure looking to so material a change in the revenue system, as that proposed in the resolution, I have accordingly bestowed upon it such careful

examination and reflection as the pressure on my time and attention of other official business would permit, and I now have the honor to submit to the committee the following views on the subject under consideration.

There would seem to be a manifest propriety as required by the existing system, in placing under the exclusive charge of the head of the Treasury, the means of enforcing all laws appertaining to the security and collection of the revenue, together with the power to direct and control all officers employed in that branch of the public service.

The resolution contemplates the abolishment of the present revenue cutter system, and employing in lieu of it a part of the Navy of the United States. By this arrangement the officers detailed on this service would be subject, for any misconduct or neglect of duty, to the code of laws established for the government of the Navy. This, it is believed, would occasion vexations and difficulties, calculated to embarrass the operations of this Department in carrying into effect, with proper energy, the legal means placed in its hands for the security and protection of the revenue. Besides, without intending any disparagement of the officers of the Navy, it is not believed that the habits and discipline of that meritorious class of men, are calculated to suit the character of the service to which it is proposed to assign them, especially when they must be subjected to orders and directions of the collectors of customs, as provided by 99th section of the Act of 2d. of March, 1799; which subjection is deemed highly essential, both for the efficiency of the duties to be discharged, and the better security of the interests of the revenue. The correctness of these impressions has already been partially tested by the experience of the Department in the employment some years back of naval officers in the cutter service, which, after a short trial, it was found necessary to discontinue, in consequence of the difficulties and objections which occurred in the practical operation of the measure.

Faithful Officers

The officers at present attached to the cutter service are believed generally to be faithful, competent and vigilant in the discharge of their duties, and under the existing system, as established by law and regulations, it is thought that the revenue is better protected, and violations of the revenue laws more effect

ively guarded against than would be probably the case under the new system proposed.

For the foregoing reasons, I am decidedly of the opinion that it would not be an exercise of sound policy to adopt the measure contemplated by the resolution. The resolution is respectfully returned herewith.

I have the honor to be, very respectfully, your obedient servant.

W. FORWARD,

Secretary of the Treasury.

HON. J. W. HUNTINGTON,

Chairman of Com. on Commerce.

U. S. Senate.

On November 1st, 1843, the "Rules and Regulations for the government of the Revenue Cutter Service" were revised, extended and largely improved, by the suggestions of extended practical experience. The cutters were continued under the superintendence and direction of the Collectors, but the cruising grounds were designated by the Department. The collectors could instruct in writing, commanding officers, to cruise in certain localities, but they were not to be inconsistent or conflict with orders issued from the Department. Rations for the crew were furnished by contract, after advertising for bids. Provisions were inspected once in three months to ascertain the quality. The fiscal management differed but slightly from the method at present in use. The following books were kept on each vessel: Journal or log, muster roll, payroll, letter and order book, and a transcript of the log, "omitting diaries of the wind and weather," forwarded through Collector to Department, at the end of each month.

To Third Lieutenant

No officer was to be appointed to a higher grade than third lieutenant, age to be between eighteen and twenty-five. No officer was to be promoted to a higher grade than second lieutenant, without the written testimony of two captains regarding character and qualifications, while a board determined fitness as to seamanship and navigation.

A Revenue Marine Bureau was established, and charged with the following duties:

First. The charge and investigation of all estimates, examination of accounts for disbursements made by

collectors for the Revenue Service, previous to their being sent to the auditor for settlement.

Second. The construction and equipment of new vessels, and the repairs or other disposition of the old ones.

Third. The care, preservation, and superintendence, of all public property placed on board, or deposited on shore.

Fourth. The charge of all applications for appointments in the service; the transmission of commissions; assignments of the officers to their stations; disposition of the vessels; force to be employed in them; and the arrangement for their cruising.

Fifth. The investigation of all charges for neglect of duty, or other misconduct, and the preparation, under the direction of the head of the Department, of all letters touching these details.

Sixth. To report annually to the head of the Department in detail, the condition of the Revenue Marine Service, duty performed, etc., etc.

"Until other provisions shall be made, a captain in the Revenue Service will be detailed to take charge of the Bureau, and, when practicable, will be assisted by junior officers, in the service. All communications for the Bureau will be directed to the Secretary of the Treasury.

The duties of officers were specified, and the commander by Article 12, was to "require each lieutenant to furnish himself with a sextant or quadrant, and a suitable treatise on navigation." In time of war, or appearances thereof, American vessels were to be convoyed, bound the same way as a cutter, when it could be done without detention, etc. Cross bearings were to be taken whenever a cutter anchored. In case of shipwreck, the commander, if beyond the limits of the United States, was empowered to dispose of the property saved, or draw bills, as was most advantageous to the public interests. Changes in the internal arrangements of the vessel, rig, armament, etc., was strictly prohibited. The executive officer amongst other duties was required to report the condition of the ship and battery to the commanding officer, at 8 P. M. each night, and receive reports from the second lieutenant, boatswain, gunner, carpenter and sailmaker,* at eight in the morning and evening, relative to the condition of their several

*This rating is not mentioned again, and it is doubtful if warrant officers of such grade ever existed in the Revenue Cutter Service.

departments. His station in time of action, unless otherwise directed, was to be on the quarter deck. The balance of his duties differ but slightly from those now in vogue.

The second lieutenant, for the first time, had his labors specified. He was given charge of the hold, stowing of ballast, water and provisions; plans of which he was to draw and place in the logbook. He was responsible for the cleanliness of the same; to the securing of cables, protection of standing and running of rigging, and that no waste of water or fuel occurred. He was given charge of all instruments pertaining to the navigation of the vessel, and was the navigating officer. All flags and signals also came under his supervision.

The third lieutenant was given the log to keep, and a general supervision over boats, spars, sails, rigging, and stores of every kind. He was made accountable for the weight of stores, and finally, looked after the draught of the vessel.

The officer of the watch had duties almost identical with those in the present "Rules and Regulations." "He was to be particular to see that all the usual honors and etiquette of a man-of-war was observed." The forward officers were given their duties, to be careful in expenditures, and to report any neglect or misconduct to commander or executive officer. The cook was enjoined to look after the galley and its appurtenances, and the crew received the usual admonitions to be respectful and observant of duty and orders. All unnecessary bright work was prohibited, and men sent to the hospital, were, if possible, to be accompanied by an officer. No boy under thirteen years of age was to be allowed to ship—or enlist, the term being then as now, for one year. Ordinary seamen had to serve two years before receiving the rating and seamen, five years. The enlisting of slaves was strictly forbidden.

Supplies Purchased

All supplies not furnished by contract, were purchased by the collector.

When the sun set after six o'clock, tattoo was beat at nine o'clock in the evening, and the colors hoisted at eight o'clock in the morning, and when it set before six o'clock it was beat at eight o'clock, and colors hoisted at nine o'clock in the morning. Gambling was prohibited, and if officers lived beyond their income and contracted debts which they could not pay, or left a station

financially embarrassed, the facts were to be at once reported to the Secretary by the Commanding officer. Hours for meals were specified as follows:

Breakfast at eight A. M. for all officers and men.

Dinner at meridian, for the crew and steerage messes.

Dinner at or before three P. M. for the ward-room messes.

Dinner at or before four P. M. for the cabin messes.

Supper at four P. M. for the crew and steerage messes, when the sun sets before six o'clock, and at five P. M. when the sun sets after six o'clock.

Supper before eight P. M. for all other messes.

Officers of the navy and revenue services were to rank as follows:

Third lieutenants with midshipmen of the navy; second lieutenants with passed midshipmen; first lieutenants with masters; and captains with lieutenants of the navy.

The rules governing "Suspension and arrest" had the same significance and differ in a slight degree from those at present in use.

Leaves of absence could be granted to lieutenants by the joint permission of captain and collector, for a term not exceeding four weeks. The commanding officer applied to the Department, through the collector. Officers when sick or waiting orders reported to the Department, in writing on the first day of every month. (Rules and Regulations, November 1, 1843. I. C. Spencer, Secretary).

Military honors and ceremonies were prescribed as follows:

President to be received by officers in full uniform, yards manned, and a salute of 21 guns.

Vice President, same honors, except the salutes, one salute of 19 guns to be fired upon leaving the vessel.

Secretary of the Treasury or head of a Department. Justices of the Supreme Court, or Governor of a state, same honors as the Vice President, except the salute, which shall consist of 17 guns. The anniversary of the Declaration of Independence was to be observed by all vessels of the Revenue Marine, in port, by dressing ship at sunrise, and a salute of 21 guns at sunrise, at meridian, and at sunset by every vessel in commission. Washington's birthday, a salute of 21 guns from every vessel of the Revenue Marine in commission.

Captains when visiting a vessel of

the Reveune Marine commanded by officers of the same or inferior rank, to be received by the officer in command, by the officer second in command and by the officers of the watch.

All commissioned officers below the rank of captain to be received by the officer of the watch.

The salute of a captain shall be returned with 9 guns and the salute of a lieutenant commanding, with 5 guns.

Gangway ceremonies.

For captains, the side to be piped by the boatswain, and attended by four side boys.

For ward-room officers, the side to be piped by the boatswain, and attended by two side boys.

These ceremonies to be observed between sunrise and tattoo in the evening. After dark each side boy to hold a light. After tattoo, side to be attended only by the quartermaster's light for any officers of the Revenue Marine. Foreign officers to be received with the honors and ceremonies due to their rank, and when they leave. When the commanding officer is absent, a light to be hoisted at the peak at tattoo.

The new regulations were promulgated under the administration of J. C. Spencer, Secretary of the Treasury, and officers instructed that a strict compliance with all the requirements would be exacted.

On July 19th, 1843, the following circular was issued:

*Treasury Department,
July 19th, 1843.

As a tribute of respect to the memory and worth of Captain Nicholas Bicker, of the Revenue Service, who departed this life on the 15th inst., it is ordered, that the colors of the vessels of the Revenue Service shall be hoisted at half mast, from sunrise to sunset, and thir-

teen minute guns be fired from each vessel at noon, on the day next following the receipt of this order.

The officers of the service will wear the usual badge of mourning during the period of thirty days.

John C. Spencer,
Secretary of the Treasury.

*Upon the death of the late *President Garfield*, no order concerning funeral ceremonies were received. Officers in some cases wore voluntarily crepe, but no official notification of the Presidents death was ever issued to the officers of the Rev. Marine.

Blank printed pay rolls, muster rolls, and other blanks were first issued by the Department in the latter part of 1843 and beginning of 1844, and the transcripts were ordered to be rendered upon ruled paper of cap size.

A circular was issued from the Department containing the following:

Treasury Department,
Jan. 24th, 1844.

Sir:

In order more effectually to distinguish the uniform of the Revenue Marine from that of the Navy, the Treasury Arms, surmounted by an anchor, in silver, will be worn on each epaulette; and the same device in gold, on the front of the capband.

The officers will be required to assume the foregoing distinctions at as early a period as they can be procured. Lithographic drawings of the equipments generally are in preparation, and will, when completed, be transmitted to each officer.

I am, sir, very respectfully,

Your obedient servant,

J. C. Spencer,
Secretary of the Treasury.

CHAPTER VII.

CONDITIONS IN THE UNITED STATES REVENUE MARINE SERVICE (1844)—REPORTS ON EMPLOYMENT OF STEAM VESSELS

Report of Secretary of Treasury to House of Representatives, 1844—*First systematic report issued regarding the U. S. Revenue Marine Service*—Steaming vessels built of iron considered—Smuggling conditions on the Great Lakes and in the Gulf of Mexico—Short life of timber built vessels used in the Gulf—System of Examinations for promotion—Estimated expenditures for 1843—The eventful introduction of Steam as a motive power—Estimate of cost of a towing Cutter—Experience with the Cutter LEGARE (built upon Ericsson's model) and on the SPENCER (built after Lieutenant Hunter's plan)—The SPENCER reports faults with the models—Steam journal of the SPENCER—Chief Engineer Wood recommends Alterations to the SPENCER'S machinery—Submerged propellers criticized—Cost of coal in 1844.

THE Secretary addressed the following communications to Hon. J. W. Jones, Speaker of the House of Representatives:

Treasury Department,
January 10th, 1844.

Sir:

I have the honor to transmit, herewith, a report on the present condition of the Revenue Marine service from the officer having charge of that branch of the business of this department. Upon inquiring into the subject, I found that no efficient control could be exercised over the officers and men, either in respect to the performance of their duties, or the regulation of the expenses of the service, for the want of the necessary knowledge, and experience. The clerks could not be expected to be sea-faring men; or if such could be found, they would not be acquainted with the peculiar duties of the service. Finding that a captain could be spared from the duty of cruising, one was selected, with the sanction of the President, who had been long in the Revenue Marine, was well acquainted with all its details, and who possessed all the qualifications of a bureau officer; and he was directed to repair to this city and take charge of the business. He was allowed to select a competent lieutenant to assist him.* The result has shown the propriety of the arrangement. That officer and his

assistant are fully and constantly employed in supervising the whole Revenue Marine service: in conducting the voluminous correspondence which is indispensable with the different collectors and the commanders of the Revenue Cutters; in examining all estimates of expenditures before they are made, and all accounts preparatory to their being audited; in regulating the cruises of the vessels, and inspecting their journals, and in discharging a great variety of miscellaneous duties connected with the business. Order and system have been established. Economy in expenditures and efficiency in service have been greatly promoted. The officers and men feel that the service has been elevated, and a corresponding zeal in the discharge of their duty has been strikingly exhibited. And, above all, the Department now knows what is done and what is neglected; and what expenses are incurred, with the reasons for them; and its supervision is equally intelligent and satisfactory. In connection with these references, it is proper to state, that the President has established a rule of promotion similar to that in the Navy, by which those who have devoted years of their lives in this branch of public service will reap the just reward of fidelity and integrity; and no lieutenant is promoted without a previous examination into his professional qualifications. When the arduous and very responsible duties devolved upon these officers are considered, and how essentially the collection of the revenue depends upon their integrity, the effect of these measures in promoting their own self-respect, and the honorable discharge of their duties, cannot be otherwise than most auspicious.

The accompanying report is *the first* that has been made on the subject. It will be found to contain much valuable information, and many useful suggestions—the results of a watchful and intelligent experience. The measures taken under the direction of the President, for the building of iron vessels for the Revenue Marine, are detailed, with the unanswerable reasons for preferring that material to wood. The considerations which render the occasional em-

ployment of steam power indispensable, are also stated.

I beg leave respectfully to recommend the measures suggested for the further improvement of the service and for carrying into effect the plan adopted of employing iron vessels, with steam power for occasional use. It will be seen that further legislation for the purpose will be expedient. It would seem to be a mere act of justice to make the pay of the petty officers commensurate with the increases of the expenses of living since 1799, and proportionate to allowances for similar services in the Navy.

Very respectfully,

Your obedient servant,

J. C. Spencer,
Sec. of the Treas.

Hon. J. W. Jones,

Speaker of the House of Representatives.

*George Hayes, 2nd Lieut., date of commission, Dec. 16, 1843.

One of the first circulars issued under the new management was as follows:

January 24th, 1844.

Sir:

Complaints having been made by several officers of the Navy that the uniform of our service is not sufficiently marked, and fearing that some suggestions might be made to alter the uniform so as to create an unjustifiable expense to the officers, I proposed to the Hon. Secretary, that the decorations described in the order of this date, should be worn on the epaulette in the same manner as the eagle and anchor is worn by captains in the Navy, and likewise the arms on the cap.

This is the cheapest mode by which the uniform can be changed, provided the officers unite in having the necessary dies cut, and have all the articles made at the same place. I have had drawings made and submitted to a die sinker, who will furnish the epaulette decorations of silver at four dollars, and cap ornaments of treble gilt, at one dollar each. If the whole service is provided by him, a reduction will be made.

Very truly, your obedient servant,

Alexander V. Fraser,
Captain, U.S.R.C.M.

The first published and systematic report regarding the Revenue Marine Service was as follows:

Treasury Department,
Revenue Bureau,
Jan. 9th, 1844.

Sir:

In obedience to your order, I now have the honor to lay before you this statement of the condition of the revenue marine, the probable expenditure of the current year; a comparative statement of the cost of iron steamers and those constructed of timber; the necessity of an additional number of vessels, for the security of the revenue; and the advantages resulting from the employment of iron steamers, in point of economy, as well as efficient service.

There are at present employed in the revenue marine fifteen schooners, varying in size from 60 to 170 tons. They are stationed at the following points: Eastport, Portland, Boston, Newport, New York, Delaware Bay, Baltimore, Norfolk, Charleston, Savannah, Key West, Mobile, New Orleans and Lake Erie.

Of this number, the NAUTILUS, at Key West, belongs to the coast survey, and may be called for at any moment. The DUANE at Mobile, and ERIE, on Lake Erie, are small, totally unfit for the service, and in such a decayed condition as to render them utterly unworthy of further repair.

Five important stations are at present entirely unguarded; and it is important that vessels should be provided immediately at New Bedford, Portsmouth, N. H., Lake Ontario, another at the extreme eastern point of the coast, and that portion of the coast of Florida comprised between the Tortugas islands and the harbor of Pensacola. To provide for these stations, as well as to supply the vacancies which may be occasioned by the transfer of the NAUTILUS, and condemnation of the ERIE and DUANE, eight new vessels will be required.

In addition to the before mentioned vessels, properly belonging to the revenue marine, there are three small sail boats, commanded by junior lieutenants of the service, and stationed at the following points: Castine, Sackett's Harbor, and St. Mary's, Georgia.

All the vessels have been kept constantly in motion during the past season, and the cruising stations of each so extended as to establish a chain of communication along the whole seaboard, except the coast of North Carolina, another portion of Florida com-

prised between Tampa Bay and Mobile; for which points additional vessels are necessary. The journals have been rendered to the department monthly and bear testimony to a vigilant and energetic attention to duty.

In the establishment of a bureau having charge of this branch of public service, great reform has been produced in the expenditures as well as discipline of the service, the result of which will be to lessen very materially the expenditure of each vessel, as well as to ensure a faithful discharge of the duties.

Heretofore, the Collectors were in a great measure allowed to exercise their own discretion in all purchases, and were the judges of the necessity of all expenditures. Being a duty with which they could not be well acquainted, from the performance of which they derived no compensation, and which, in many cases, interfered with their appropriate functions, it might generally be expected that they would sanction whatever was recommended by the officers commanding vessels, nor could any effectual check be interposed at the department, for the want of professional knowledge; hence the necessity of some officer of the service in the department.

Under the present regulation, all supplies are furnished by contract; and no expenditure, of any kind, is allowed unless the necessity of such outlay be first submitted to the officer in charge of the bureau for examination, and his decision meets the approbation of the head of the department.

The small number of vessels now employed renders it necessary that the cruising grounds of some should be very extensive; thereby, during the visits to one extreme of the station, every facility is afforded to illicit trade at the other, notwithstanding the utmost vigilance is observed.

Smuggling upon the lakes is generally carried on by steamboats; and in order effectually to prevent frauds upon the revenue, *steamers* which can compete with them in speed are absolutely necessary. Upon the Mexican gulf, where the currents are strong, and most of the harbors difficult of access, unless with favorable winds, no effectual protection to the revenue can be afforded by sailing vessels. So upon some portions of the northern coast, which from Georgia to the eastern extreme, is indented by numerous inlets. Those between New York and the Chesapeake bay are navigable for vessels of light draught

several hundred miles inside of the outer beach and islands, and afford every security against detection from sailing vessels, inasmuch as, by receiving advice that a revenue vessel is wind bound at any one point, goods may be landed at any other. The uncertainty in the movements of a steamer would deter such attempts.

Steamers are also indispensable in the bays, to go around headlands and penetrate inlets in any state of the wind or tide, and thus discover vessels which may be concealed at such places.

The steamers now in the course of construction are of such models as will insure their performance under canvas alone, equally if not better than those built of wood, while steam is intended to be used only as an auxiliary motive power in cases of necessity, in chase or entering and departing from harbors during the prevalence of adverse winds and tide; the expenditure of fuel, and the necessity of its use, to be strictly accounted for by the commanders.

The economy and additional efficiency in substituting iron for timber in the construction is fully established by successful experiments made in Europe during the last thirty years, as well as in this country of a later date.

The principal advantages arising from the use of iron are, economy in the original construction; durability; lightness of material, and consequently, increased buoyancy; increased strength, particularly in the ability to withstand shocks sustained by taking the ground when passing shoal water bars; and the value, when worn out, of the old materials.

It will be perceived by the annexed statement, that the original cost of an iron steamer exceeds that of a timber built sailing vessel about three thousand dollars; and to the cost of the wooden vessel the cost of an engine, (say fourteen thousand dollars) and the economy in the original construction is evident.

With regard to the durability, we must depend upon experiments made in Europe, which have been eminently successful. The first iron steamer built in England, the *Aaron Manby*, was launched in 1821, and, according to the most authentic accounts, from that time to 1830, although she had been aground repeatedly, with cargoes on board, the hull had required no repairs. The next vessel was launched in 1825, and according to Grantham, has been constantly employed since that time, and is still in good condition.

Since that time, many sailing vessels, as well as steamers, have been constructed of iron; and the results have been so satisfactory, that, of ten vessels building at Liverpool, a short time since, seven were of iron.

It is impossible to assign any time for the duration of iron vessels employed in salt water as there has not been a sufficient length of time to determine the question; but we have the (facts) before us, that, in the same period wherein a timber built vessel would have required an outlay in repairs equal to her original cost, the hull of the iron vessel has required no repairs.

In order to protect the iron from the effect of exposure to the atmosphere, as well as the action of salt water, coatings of various kinds have been used. The most effectual hitherto has been red lead; but we are now indebted to a young and enterprising chemist of our own country (Mr. Benj. Costion) for a discovery which will, in all probability, effectually prevent oxidation. Plates of iron and steel, covered with his marine paint have been exposed several days to the action of the most powerful acids, without any perceptible change taking place.

The increased safety is another important feature in the use of iron. Facts show that many iron vessels have been stranded in positions where a timber built vessel must have been totally lost, and, after being got off, they were found to have only received indentations where the weight rested. Perfect security against fire and leakage is attained by the facility with which air and water tight bulkheads are introduced, which, at the same time, secure the vessel against the effects of outward pressure. Vessels built of iron, and exposed to tempestuous weather, are free from the hazard of starting butts or leaky seams, and their increased buoyancy enables them to contend with high winds and turbulent seas without straining.

The ravages of the worm and dry rot, which are so destructive in our southern harbors, are arrested, and the cost of copper sheathing entirely dispensed with.

Satisfactory experiments have shown that the wear and tear of iron vessels are trifling, and the repairs necessary consequently light. The usual calculation for vessels built of timber is, that the expense of repairs will, in ten years, equal the original cost. The fact is evident, by referring to our national ves-

sels when in commission, as well as the packet ships.

In a well built iron steamer, experience has shown that no repairs upon the hull were necessary during that period, unless occasioned by accident.

Repairs upon iron vessels are more easily effected than upon those built of timber. Should a timber built vessel require new partial planking, or additional timbers, the labor of preparing for the reception of the new work amounts to a large proportion of the whole cost, and the new fastenings are frequently driven where they afford no security.

If in an iron vessel a new plate is required, the rivet heads are cut off, the rivets drilled out, and the new work introduced without interfering with any of the adjacent frame or plating.

The value of wooden vessels, when condemned, or unworthy of further repair, is very trifling—none of the materials, except the fastenings, being of any further service. On the contrary, the value of old iron always bears the same proportion to the original cost of new.

Increased buoyancy is of the greatest importance on this coast, where the navigation of the majority of harbors and inlets is obstructed by shoals and bars. Iron vessels may be built of large size, with good sailing qualities and light draught. In conclusion on this subject, it is an undoubted fact that a timber built vessel will, at the expiration of twelve years, have cost double the amount of one constructed of iron; while, in this period, no visible change in the condition of the latter will have taken place.

The case of the revenue brig JEFFERSON is an evidence of the short time which a timber built vessel will endure exposure to the climate of the Mexican Gulf, and is a strong argument in favor of iron. The vessel was lately found completely rotten below, after six years' service, and was sold as not being worthy of repairs.

There are at present employed in the revenue marine eighty commissioned officers, equally divided as Captains and first, second and third lieutenants, at the rate of compensation allowed by law; and under the present regulations, the force employed on board the vessels is equally distributed, by allowing, as a complement, one able bodied seaman to every five tons admeasurement, exclusive of two stewards and one cook to each vessel. When boys are em-

ployed, two are considered equivalent to one seaman.

The annexed statement shows a close approximation to the expenditure of the present establishment for the current year. It exhibits a small increase of expenditures upon last year, occasioned by the temporary transfer of the NAUTILUS from the coast survey, and the return of those vessels lately employed upon the coast of Florida, under the Navy Department; the employment of which on that coast diminished the expense of the revenue marine, while it also deprived it of the means of being efficient.

In order to increase the efficiency of the corps, the officers are changed periodically on the various stations; thereby, instead of confining their knowledge of coast navigation to particular points, enabling them to acquire a perfect acquaintance with the whole, and giving to each an equal share of home or favorite station; and prompt obedience in all cases is required.

The officers are likewise required to pay particular attention to the condition of the light houses, light boats, buoys, stakage, etc., within the limits of their respective cruising grounds; and to report any neglect of duty on the part of the keepers, or derangement of the landmarks or buoys which may come under their observation.

Under the present arrangement, it is believed that the service is perfectly guarded against frauds in furnishing supplies, either in quantity, quality, or price of articles furnished; the effect of which will be to lessen the expenditure upon each vessel.

New regulations have been issued, adopted to the wants of the Service, and intended to improve it. They point out to each officer his particular duties in detail, and provide for holding all to a proper accountability.

The Journals of each vessel are submitted to the department monthly; are strictly examined; and no case of remissness in discharge of the duties, or want of diligence is suffered to escape.

A system of examination into the professional qualifications of officers, as they become candidates to the rank of first lieutenants, has been established. Great care in the selection of persons of good moral character to fill the subordinate offices is observed; while a rule has been established by the President, similar to that in the Navy, by which appointments to the stations of captains,

and first and second lieutenants, are made with strict regard to seniority and qualifications.

The results produced show that a spirit of enterprise has been aroused among the junior grades, which will, eventually, work a thorough reform in the discipline of the Service.

The condition of the vessels employed, and the discipline maintained on board, are worthy of favorable notice and commendation. The introduction of spirituous liquors on board these vessels has been positively prohibited, either by officers or crew; and every opportunity of advancement is afforded to the meritorious. Important assistance having been hithertofore rendered to distressed merchant vessels arriving upon the coast during the winter months, by one or two of the vessels detailed for that service, arrangements have been made to keep the whole effective force at sea during the present winter; and their cruising stations have been so marked out, as to embrace the whole Atlantic Coast, as well as a portion of the Bay of Mexico. It is anticipated that much suffering will be relieved by their interposition. Before concluding this report, I would beg leave to call attention to the condition of the petty officers of the Service, and the justice of increasing their pay. Their compensation was limited by the act of the 2d of March, 1799, to twenty dollars per month and one Navy ration per diem; since which, there has been no legislation on the subject; while, in the Navy, the pay has been increased nearly three fold.

Many of the boatswains, gunners, and carpenters, have served several years; and the compensation which they now receive is, evidently, entirely inadequate to the comfortable support of their families. I would respectfully submit the justice of increasing their compensation to thirty dollars per month, and one Navy ration, or its equivalent in money, per diem.

The employment of engineers not having yet been authorized, I would respectfully represent the necessity of legislation on the subject of their appointment, allowing one chief and one assistant to each steamer; and establishing the compensation of the former at the same rate as first, and the latter as third lieutenants in the Revenue Service.

All of which is very respectfully submitted by

Your very obedient servant,

ALEXANDER V. FRASER,
Captain, Revenue Marine, in charge of
Bureau

HON. J. C. SPENCER,
Secretary of the Treasury.

*Estimated expenditures of the Revenue
Marine for the year 1843*

20 Captains, at	\$1,200	\$24,000.00
20 First Lieuts., at	960	19,200.00
20 Second Lieuts., at	860	17,200.00
20 Third Lieuts., at	790	15,800.00
45 Petty officers, at	240	10,800.00
7 Pilots, at	600	4,200.00
30 Stewards, at	216	6,480.00
15 Cooks, at	216	3,240.00
323 seamen, at	192	62,016.00
134,320 rations, averaging 14 cents		18,804.80
24,455 pilot's, steward's and cook's rations at 25 cents		6,113.75
Average supply of chand- lery, wood, water, trifling repairs, etc., under contract, 15 vessels, at \$1,200		18,000.00
		\$205,854.55

Comparative cost of building iron and
timber built vessels.

Hull and spars of a timber built vessel of 350 tons at \$45 per ton	\$15,750
Standing and running rigging, anchors, chains, tanks, boats, ballast, and armament, fur- niture and apparel complete	31,500
Estimated repairs in 12 yrs.	15,000
	\$62,250

Estimated cost of iron revenue steamer	\$50,000
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The Secretary on March 7th, 1844, in a circular, forbade the practice of employing persons in the capacity of clerks, and rating them upon the pay rolls as seamen. He directed that persons under pay, must actually perform all the duties and submit to the discipline of those holding the rank by which he was designated upon the pay rolls.

The introduction of steam, as a motive power, into the Revenue Marine Service, forms an eventful and sug-

gestive chapter in its history. It was not accomplished until repeated and persistent efforts had been made by prominent personages, voluminous petitions, signed by wealthy corporations, and leading merchants, presented to the Secretary, advocating the step, which it was confidently predicted would prove of inestimable benefit to commerce, while trebling the efficiency, and enhancing tenfold, the usefulness of the Revenue Marine.

We have seen the enthusiastic endorsement, and estimate submitted by the first practical officer who presided over the newly established Bureau. The correctness of his views and experiences, can, perhaps, be better estimated, when the result of the experiment in introducing iron steam cutters into the Service shall have been presented.

The first official document relative to the important and expensive improvement, of introducing steamers into this branch of the Service, is presented in a letter from the Secretary of the Treasury—headed:

*Transmitting an estimate of the cost
of a Revenue Cutter, so constructed as
to be used as a steam tow-boat.*

February 1, 1837.

Sir:

In compliance with a resolution of the House of Representatives, requesting the Secretary of the Treasury to lay before the House, "an estimate of the cost of a revenue cutter, to be constructed on such a plan as to act as a steam tow-boat," I have the honor to state, that the cost of a vessel suited to the object proposed by the resolution is estimated at about thirty-five thousand dollars.

I have the honor to be,
Respectfully, sir, Your obedient servant

LEVI WOODBURY,
Secretary of the Treasury.

To the Hon. the Speaker,
of the House of Representatives.

The proposed cost evidently did not meet the views of Congress, as nothing further on the subject appears, until December 28th, 1839.

Treasury Department,
December 28, 1839.

Sir:

Repeated and urgent applications have been made to this Department for the employment of steam cutters at New York, Norfolk, and upon the North-

ern lakes. While the department is fully sensible of the increased efficiency and usefulness of the cutter service, which would arise from the employment of steam vessels at those points, it entertains strong doubts of the propriety, under existing laws, of incurring such large and increased expense, to build and maintain vessels of that description, without the special direction, if not a special appropriation, by Congress. When the existing law authorizing the building and employment of cutters was passed, the use of steam was unknown, and, of course, not contemplated by Congress in that enactment.

I have, therefore, to suggest to you the propriety of inviting the special action of Congress upon the subject.

I am, sir, very respectfully, your obedient servant.

LEVI WOODBURY,
Secretary of the Treasury.

*To the President of the United States
To the House of Representatives*

I herewith transmit a report from the Secretary of the Treasury, in relation to the employment of steam vessels in the Revenue Cutter Service; and recommend the subject to the special and favorable consideration of Congress.

Washington, December 28th, 1839. M. Van Buren.

Both documents were presented, and read on 12th February 1840, referred to the Committee on Commerce, who failed to take further action on the measure.

Later, however, two iron steamers were authorized to be constructed, the LEGARE, upon Captain Ericsson's, and the SPENCER, upon Lieutenant Hunter's plan.

Before proceeding at length into the details regarding the building and subsequent trials of the steamers, the author will quote from a letter written by one of the older captains of the service, bearing upon the subject. He was a lieutenant at the time of which he writes.

"In 1842 a project was initiated by a young lieutenant of the Navy to build iron steamers for the Navy, of a peculiar model. I cannot here give a detailed description of the vessels, or their engines. Suffice it to say, that they were to be propelled by horizontal wheels under the bottoms of the vessels. The scheme was rejected by the Navy Department, when resource was had to the Revenue Marine. There was no law,

at the time, forbidding the Secretary from building vessels for the service without a special appropriation by Congress, and advantage was taken of that fact. Six steamers were contracted for, four on the horizontal submerged wheel idea, and two with Ericson's propeller; the latter were a partial success; the former deplorable and total failures. Captain W. A. Howard was detailed to superintend their construction and outfit. Lieutenant Hunter of the Navy, who claimed to be the inventor of the submerged wheel, applied for and obtained a royalty of four thousand dollars on each vessel. Congress finding the whole thing a fraud, passed an act, forbidding the construction of other vessels for the service unless by *special appropriation.*"

In 1844 the SPENCER and LEGARE were placed in commission. Captain Fraser in his annual report, December 1st, 1844, states:

"The LEGARE has been ordered to Key West, to supply the vacancy occasioned by the transfer of the schooner NAUTILUS to the coast survey, to which service that vessel belonged. The commander of the LEGARE has been instructed to cruise constantly upon the coast of Florida, between Tampa bay and Cape Florida—a portion of the coast where the services of a steamer may be rendered very valuable in guarding the revenue, as well as preventing depredations upon government timber, and affording relief to vessels which may be stranded upon that dangerous coast.

The SPENCER will (as soon as some alterations in the machinery, deemed necessary by Lieutenant Hunter, shall be completed) be stationed at New York, and directed to cruise along the coast between Montauk Point and the Delaware Bay.

For the performance of the SPENCER and LEGARE under steam and canvas, I beg leave respectfully to refer to my report, and that of the chief engineer, by which it will appear that the anticipations of the Hon. J. C. Spencer, and his immediate predecessor, the Hon. Walter Forward, have not been realized.

It will likewise be perceived that the cost of the vessels has far exceeded the expectations of the department, which is attributable partly to the increased dimensions, and partly to the difficulty, at the time the vessels were projected, in estimating the weight; these being the first iron vessels of such dimensions constructed in this country. The ex-

penditure will, however, bear comparison (when the tonnage is taken into consideration) with those recently constructed for other branches of public service. Four other steamers are in course of construction—one at Oswego, upon Ericsson's; one at Boston, one at Pittsburgh, and one at Buffalo, upon Lieutenant Hunter's plan. The first will be employed upon Lake Ontario; the second at Boston; the third in the waters of the Gulf of Mexico, to rendezvous at the mouth of the Mississippi river; and the last to replace the ERIE upon Lake Erie, which small vessel it is contemplated to station in the vicinity of Lake Michilimackinac.

Since the trial made with the SPENCER, some alterations have been made in some portions of the machinery on board other vessels, which Lieutenant Hunter expresses great confidence will effectually guard against any future derangement of the steam power; this, however, will require testing, and when tested will be reported upon. I am, however, convinced of the accuracy of my opinion, as expressed in the report of the late trials, that any failure to answer the anticipations of the department, or purposes of the revenue, is attributable mainly to the want of sufficient beam, and the great sacrifice of sailing qualities in their construction."

U. S. Revenue Steamer SPENCER
New York, October 1st, 1844.

"... I left this port bound to Boston, by sea on the 24th ultimo. The machinery worked well as far as the light ship, off Sandy Hook, in running which distance (20 miles from the Narrows) the LEGARE beat this vessel 41 minutes. Left the Narrows at 1 h 32m p. m. with the ebb tide, and arrived at the light ship at 4h 7m p. m. deduct 3 miles for tide and the distance run (17 miles) in 2h 37m, will give the speed under steam 6 28/157 miles per hour for the SPENCER; which agrees to a fraction with previous trials made upon the Hudson river. The same distance was made by the LEGARE in 1h 56m, or 8 92/110 miles per hour. It will be perceived by the report of the engineer, that as great a pressure of steam was carried as was consistent with safety; the boilers, however, foaming from the want of sufficient height to the steam drum, which may be corrected.

Having left the lightship, the starboard wheel soon became useless, the velocity with which the wheels are re-

quired to revolve (one engine being out of line) having melted the ratchet metal in the journals. This is the second the accident has occurred. An assurance has been given by the engineers that this defect may be remedied.

I ran for New London, and repaired damages. Starting again under a full head of steam, another accident occurred, which compelled me to take shelter in Newport; the blow off pipe having been badly secured, was blown off, but fortunately, no person was injured. Seeing that no good could result from any further trial, I determined to return to this port, as most convenient for making any alterations or repairs which might be deemed necessary. Took the equinoctial gale, which blew with great violence from the northward, and was compelled to run before it through Long Island sound; the LEGARE, having greater stability under canvas, and her machinery being in good condition, took shelter in the harbor of New London."

Captain Fraser concludes the long list of disasters, by finding fault with the models, complaining of their lack of beam by ten feet, and (that) it was a grave error in allowing the projectors of two plans of propulsion to control the models of the hulls. He was astonished that such small wheels should propel so large a body, at such a rate of speed, and is convinced that the principle has merit. He explains that no vessel for revenue purposes should exceed 200 tons, while the steamers, in question, exceed 400, and the masts and spars will require great reduction before they could proceed to sea with safety. In conclusion, he suggests the propriety of building *sailing vessels*, or side wheel steamers, should any increase of the service be contemplated.

Steam Journal of the United States Revenue Steamer SPENCER, A. V. Fraser, Esq. Commander.

Fired up Tuesday 24th September, in the harbor of New York at 10h. a. m.; weighed anchor, and started the engines at 11.30 a. m. worked off steam at the Narrows at 12h.30. p. m. left the Narrows in company with the steamer LEGARE at 1h 32m. p. m.; arrived at the lightship at 4h. 9m. p. m. Altogether, steaming 3h. and 37m; coal consumed, including 900 lbs. used in raising steam, 5 tons 300 lbs.; pressure of steam on the boiler from 75 to 80 lbs. per inch;

each engine averaging, cutting off at $1/3$ stroke, from 53 to 54 revolutions; blowers were worked from 350 to 400 revolutions; boilers foaming so as to render it impossible to work full stroke, or cut off at $1/2$ stroke; found no difficulty in keeping steam at the above pressure, but could not steam any longer without cleaning out the furnaces; and the arches of the boiler having settled, deemed it prudent not to carry more than 55 or 60 lbs. per inch on boiler, until stay or brace bolts were put in to secure them. Thermometer in the engine room averaging 112° Fahrenheit.

Cleaned out the furnaces and started from light-ship under steam and canvas, and arrived at Montauk Point at 9.45 a. m., next day, anchored at Port Pond bay 11.28 a. m. steaming 17h. 28m. Coal consumed, 6 tons 202 lbs.; one engine only working without any effect; the starboard engine being closely shut off, the rabbit's metal having melted out the brasses of main-shaft pillow block. Detained one hour with belt of blowing engine cutting off at $1/3$ stroke. Pressure on the boilers, average 45 lbs. per square inch; number of revolutions 40.

Engines in order Friday, 27th September. Fired up at 6.20 a. m. at New London; ship under sail when blowing off steam, without starting the engines, under a pressure of 60 lbs. The blow off pipe leading from the safety valve blown into the engine room, the valve having stuck up, and it being impossible to go below and shut it. The belt of the blowing engine being burned up, was delayed until evening; the wheels in the meantime being disconnected, the larboard making from 15 to 20 revolutions, starboard 12.

Fired up 2h. 30m p. m. started the engines with 12 lbs. of steam per square inch; after putting on a new gum-elastic belt on blowing engine, worked up steam to 45 lbs. the square inch; took in sail, and steamed into Newport, and anchored at 7 p. m. Steamed 3h. 30m; coal consumed, including raising steam, 2 tons, 860 lbs.; revolutions of engines 45; boilers foaming so as to destroy much of the working effect of the engines.

Saturday, 28th September. Raised steam and started from Newport bound westward, at 2 p. m.; no sail; wind increasing towards night, made sail, and at 10 p. m. blew a gale; up to this time (10 p. m.) carried 45 to 50 lbs.; engines working well, making 48 revolutions.

After 10 p. m. carried only 35 to 40, and as low as 20 lbs.; engines making 30 to 35 revolutions. Coal consumed up to 12 p. m., steaming 10h, 3 tons, 129 lbs.

Sunday, 29th September. Gale increasing; engines working well; journals cool; anchored near Throgs point at 6 a. m. Steam carried last 6 hours, 30 lbs.; 35 revolutions. Coal consumed, 2 tons, 92 lbs.

Monday, 30th September. Raised steam, and started the engine at 10 a. m.; wind ahead, and without sail; anchored at New York at 12h. 45m. p. m.; carrying from 40 to 45 lbs. pressure on the boiler; 42 to 45 revolutions; steamed 2h. 45m. Coal and steaming, and to raise steam, 2 tons, 248 lbs.

Steamed 43 h. 20 minutes. Coal consumed 21 tons, 231 lbs.

WM. W. WOOD.

Chief Engineer, U. S. Rev. Steamer SPENCER.

Capt. A. V. Fraser.

The chief engineer further reports that he "Deems it necessary to state that the machinery on board the SPENCER, or a part of it, is not in such situation as to render it fit for service. Some alterations are essentially necessary, as well as some repairs, arising from such parts being so constructed as to wear and give way after a few hours working of the engines.

The steps of the water wheel shafts have given away, as before. The plan of steam stop, or throttle valve, is such as to render them useless in working the engines; it being impossible to open them at times, under a pressure of 50 lbs. per square inch on the boiler.

I would likewise recommend an addition to the steam chimney, so as to work dry steam, and more effectually do away with the foaming, by enlarging the steam room in the boilers.

I think it likewise necessary to put on branch pipes, so as to lead or conduct the water from the hold of the middle section of the vessel by the pumps of engines, thereby making them serve as bilge pumps when necessary.

In making the addition to the steam chimney, the steam pipes would have to be lengthened likewise, so as to take the steam from within a few inches of the top. The exhaust pipes would have to be lengthened likewise. The blowing engine should likewise take the steam from the steam chimney, instead of from the shell of the boiler, as at present. The consequence is, at present,

that when the vessel has a list the engine makes water.

The arches of the boiler have settled, and require, as well as its other parts, to be strengthened by additional stay-bolts."

It is but fair to state that in the above trial, the LEGARE had been afloat three months, affording her an opportunity to have the machinery worn down and running smoothly, while in the case of the SPENCER, it was her first trip.

Captain Fraser further states. "To accommodate a low pressure engine, boiler, and fuel for ten days, forty feet in length, with the whole beam and depth of the vessel, would be required; there by leaving but the two ends, when the beam is reduced, for the accommodation of officers and crew, provisions, water, and other stores, and subjecting the crew, whenever employed in warm climates, to a temperature, in the berth deck, destructive to comfort and detrimental to health; besides which, as the center of the vessel is occupied by the machinery, the position of the masts requisite to insure sailing qualities is interfered with. I am, therefore, fully confirmed in the opinion that it is to the interests of the government, not to attempt to combine the two powers of wind and steam in vessels of such small dimensions.

One great objection to the use of both these plans of propulsion is the impossibility of repairing any derangement of the propeller or wheels without the facilities of a floating or dry dock, or a marine railway. During the short space of time that the SPENCER and LEGARE have been afloat, they have been taken out of the water twice—the LEGARE from having broken her propeller; and the SPENCER once, in con-

sequence of a disarrangement of the steps of the wheels. In the latter case, the amount expended for repairs did not exceed two hundred, while the cost for docking amounted to nearly one thousand dollars."

The only argument that could be used in favor of the submerged wheels was that they were placed out of the reach of shot. Side wheel steamers enjoyed the greatest popularity and attained the highest rate of speed.

A series of trial trips now ensued, covering a number of months, but Lieutenant Hunter's plan could not be made to work with the slightest prospect of success, and his submerged wheels were removed, and two propellers invented by Captain Loper substituted. Experimental trial trips were again resorted to and during the continuance of one of them, the Vice President of the United States, Hon. C. J. Ingersoll, Commodore Elliott, Captain Gauntt, U. S. N., a committee of the Franklin Institute, and several other prominent gentlemen interested in steam navigation were present.

Proposals for the supply of coal were solicited by advertisements, and numerous bids received. The lowest bids accepted were as follows:

Bituminous coal at mouth of Mississippi, \$5 per ton; at Key West \$7.87½; at New York, anthracite, \$4.75; at Boston, \$5.87¼; at Oswego, \$5.95; to be delivered free from expense to the government. The consumption of coal was estimated on an average, while steaming at ¾ of a ton per hour, or 9 tons per diem, for each vessel; and it was recommended that a deposit of 500 tons be made at each of the above mentioned places, sufficient for 12 months' supply.

CHAPTER VIII.

CREATION OF ENGINEER CORPS—SOME TECHNICAL ASPECTS OF STEAM VESSELS, 1845-1846

Captain Howard, general superintendent of steamer construction—Presidential objections overridden by Senate—Bill of March 3d, 1845, creating Engineer Corps—Chief Engineers and Assistant Engineers first commissioned—Regulations for the Engineer Corps—Experiences with the LEGARE, SPENCER and BIBB—Captain Fraser's report—The Stevens' "Cut-Off"—Machinery of DALLAS, McLANE, JEFFERSON, and POLK—Expenditures for iron steamers, 1843-49—The end of the BIBB, SPENCER, McLANE, DALLAS, JEFFERSON and WALKER—Captain Fraser's comments on these "ill advised experiments"—Lighthouse Establishment assigned to the Revenue Marine Service—The Revenue Marine Bureau in 1844—The U. S. R. C. ERIE saved by the U. S. S. MICHIGAN—Revenue Laws extended to Texas—Seven revenue vessels under Captain Webster, assigned to the Army of Occupation of Texas—Instructions to Captain Webster.

CONGRESS adjourned without legislating upon the appointment of engineers, or fixing their compensation, and it was found necessary in order to have a proper control exercised over the machinery and boilers under construction, to make temporary appointments, trusting to their confirmations by Congress. Men of ability and practical knowledge were selected.

The bill which was before Congress at the last session, was only delayed in its final passage for want of time; no opposition having been made in either house. The amount of compensation asked for the grades was but two-thirds of that allowed to similar officers in the Navy, while the duties and responsibilities, devolving upon each were the same.

The officer having a general superintendence of the construction of the steamers (Capt. W. A. Howard) was instructed to go into the market and purchase the supplies and outfits, from dealers who would furnish the best articles at the lowest prices. A fair competition was invited, and the lowest bids accepted. The marine paint, invented by Mr. Coston, from which so much had been expected, was used on the bottoms of the LEGARE and SPENCER, and although it prevented oxida-

tion, barnacles and shells accumulated with such speed, as to seriously interfere with their speed. They were contingencies, that the "young and enterprising chemist of our own country" had not reckoned upon.

Fifty feet in the body of the vessels were occupied by machinery and notwithstanding that a current of air was constantly forced into the engine room by a blower placed in the hatchway, the thermometer frequently ranged from 120° to 130° Fahrenheit. But six days' fuel could be carried, and the principal part of that above the water line. The BIBB built at Pittsburgh, was 400 tons and upwards; and in order to find space for the machinery, the captain's cabin had to be removed to the spar deck.

Regarding the building of steam cutters, the President sent the following communication to the Senate:

To the Senate of the United States:

I herewith return the bill entitled "An act relating to revenue cutters and steamers," with the following objections to its becoming a law.

The Executive has found it necessary, and esteemed it important to the public interests, to direct the building of two revenue boats, to be propelled by wind or steam, as occasion may require; the one for the coast of Georgia, and the other for Mobile bay, to be used as despatch vessels if necessary. The models have been furnished by the Navy Department, and side wheels have been ordered as being best tested, and least liable to failure. The one boat is directed to be built at Richmond, Va.; the other at Pittsburgh, Pa.; and contracts have been regularly entered into for their construction. The contractors have made and are making all necessary arrangements in procuring materials and sites for buildings, etc., etc., and have doubtlessly been at considerable expense in the necessary preparations for completing their engagements. It was no part of the intention of the Senate, in originating bill, I am well convinced, to violate the sanctity contracts regularly entered into by the Government. The language of the act, nevertheless, is of a character to produce, in all probability, that effect. Its language is, "that no revenue cutter or revenue steamer shall hereafter be built (ex-

cepting such as are now in the course of building or equipment), nor purchased, unless an appropriation be first made by law therefor." The *building* of the two cutters under contract cannot be said properly to have commenced, although preparations have been made for building; but even if the construction be ambiguous it is better that all ambiguity should be removed, and thus the hazard of violating the pledged faith of the country be removed along with it.

I am free to confess, that, existing contracts being guarded and protected, the law to operate *in future* would be regarded as both proper and wise.

With these objections, I return the bill to the House in which it originated, for its final constitutional action."

John Tyler.

Washington, February 20th, 1845.

On March 3d, 1845, the Senate took the following action. "The President of the United States having returned to the Senate, in which it originated, the bill entitled "an act relating to Revenue Cutters and steamers, with his objections thereto, the Senate proceeded in pursuance of the Constitution to reconsider, and

Resolved, That the said bill do pass, two-thirds of the Senate agreeing to pass the same."

Attest:

Asbury Dickins,
Secretary of the Senate.

The following were also passed, the same day, viz 3d March, 1845:

"The President, by and with the like advice and consent, may appoint six engineers, to be employed in the revenue service of the United States; and the Secretary of the Treasury may appoint six assistant engineers, to be employed in the like service; one engineer and one assistant to be assigned to each steamer in the said service, if the same shall be deemed necessary by the Secretary of the Treasury, who shall prescribe the duties to be performed by said officers respectively. Each of the said engineers shall be entitled to receive the same pay as now is, or hereafter may be, by law, allowed to first lieutenants in the revenue service; each assistant engineer shall be entitled to receive the same pay that now is, or hereafter may be, by law, allowed to third lieutenants in said service.

No Revenue Cutter or steamer shall hereafter be built (except such as are now in the course of building and equip-

ment) nor purchased unless an appropriation be first made, by law, therefor.

No person to be appointed to the office of Captain, first, second and third lieutenants of any revenue cutter, who does not adduce competent proof of proficiency and skill in seamanship and navigation."

The engineers first commissioned and appointed in the Revenue Marine, were as follows:

**Chief Engineers*

1. W. W. Luke—May 4th, 1844—Pittsburgh—Steamer G. M. BIBB.
2. P. H. Bonham—May 4th, 1844—Oswego—Steamer JEFFERSON.
3. James Wright—May 17th, 1844—Boston—Steamer McLANE.
4. Charles French—May 31st, 1844—Buffalo—Steamer DALLAS.
5. Thos. W. Farron—Oct. 15th, 1844—New York—Steamer LEGARE.

Assistant Engineers

1. J. Bush Hays—May 4, 1844—Pittsburgh—Steamer G. M. BIBB.
2. John Dougherty—May 4th, 1844—New York—Steamer LEGARE.
3. Jacob F. Wilson—May 4th, 1844—Buffalo—Steamer DALLAS.
4. James Turnbull—May 4th, 1844—Boston—Steamer McLANE.
5. Robert N. Stewart—May 7th, 1844—Oswego—Steamer JEFFERSON.
6. Henry Hoff—Oct. 15th, 1844—New York—Steamer SPENCER.

RULES AND REGULATIONS FOR THE GOVERNMENT OF THE ENGINEERS EMPLOYED IN THE U. S. REVENUE MARINE.

In order to prevent any misunderstanding as to rank, privileges, etc., the following regulations are prescribed, until a revision of the General Regulations shall be made, and detailed rules for the Government of the Engineers shall be thereto appended

Article 1—It is to be distinctly understood that no Engineer shall exercise any authority over a commissioned sea or deck officer, nor shall the vessel under any circumstances be left in their charge.

Article 2—The Engineers are bound to render obedience to the officer of the deck, whether it be the Third Lieutenant or commander.

Article 3—In the distribution of state rooms, the First Lieutenant will occupy

*The first officers in the Revenue Marine Service to be confirmed, by the Senate.

the starboard after one, and the Chief Engineer the larboard one; the Second Lieutenant the next on the starboard side, and the third lieutenant that on the larboard side; the Assistant Engineer the starboard room forward, and the pilot (when one is employed), that on the larboard side.

Article 4—The Chief Engineer—It is the duty of the Chief Engineer to see that the engines and all matters connected with his department are always in order for immediate use; that no combustibles are kept in exposed situations in the engine room. He will keep a regular journal; noting the correct time steamed—the number of revolutions made—speed—quantity of coal consumed each day, different kinds compared—and in fact, everything worthy of noting in his department. A copy of the journal he will deliver to the commander on the first day of each month, to be transmitted to this Department. In these duties he will be assisted by the Assistant Engineer, who will be subject to his orders. He will make daily reports to the Commander of the condition of all matters connected with his department.

Article 5—The Assistant Engineer. He will, under the orders of the Chief Engineer, render to that officer, all the aid in his power to enforce the foregoing articles; and in the absence of the Chief Engineer, the duties therein will devolve upon him, and he will be responsible for their execution.

Article 6—When not steaming, and their services not required in the engine room, the services of the fireman, coal heavers, etc., must be rendered on deck, if required by the deck officer, to trim sails, wash decks, etc.

Article 7—The Engineers, firemen, coal heavers, etc., will be held subject to the General Regulations for the government of the service.

Article 8—Uniform—The dress of the Chief Engineer will be the same as the First Lieutenant's omitting the epaulet and strap, and with the addition of the Treasury arms, embroidered in gold on each side of the collar. Assistant Engineers same as Third Lieutenants, omitting the epaulet and strap, and with the addition of the Treasury arms embroidered in silver on each side of the collar.

R. J. Walker,
Secretary of the Treasury.
Treasury Department, March, 1845.

Experiments testing the relative merits of the different modes of propulsion continued, with little or no satisfactory results. Of the six steamers originally contracted for, four were constructed upon the plan of Lieutenant Hunter, and two upon that of Captain Ericsson. Those gentlemen furnished the plans of the machinery and also controlled the model of the hulls.

The LEGARE, built by the Messrs. Schuyler, at New York, and constructed upon the plan of Captain Ericsson, was the first placed in commission. After having made a series of experimental trips in the vicinity of New York, and thence to the Chesapeake Bay, she was assigned to the coast of Florida. But a few months of cruising elapsed, when an unexpected derangement of the machinery compelled the vessel to return to the north for repairs. At Philadelphia, the bottom was examined and found to be covered with long grass, shells and barnacles, in some places several inches thick. The propeller had been once broken, and after the requisite repairs, the steamer resumed her station. She was officered as follows: Capt. H. B. Nones, D. Ottinger, first lieutenant; Nicholas Austin, second lieutenant; E. T. Hyatt, third lieutenant; Thos. W. Faron, chief engineer; John Dougherty, assistant engineer.

The SPENCER was the second steamer to go into commission in the Revenue Marine Service. She was built at the West Point Foundry Association, upon Hunter's plan, and after a long series of experimental trips, and large outlay in alterations from the original plan, the submerged wheels were removed, and two of Loper's propellers substituted. She was ordered to duty in the New York station. The original engines were utilized for the new propeller, but neither the hull nor machinery was adapted to its use. She was finally laid up at Philadelphia, a survey held upon her, and a recommendation made that she be supplied with two low pressure engines with side wheels. This vessel was officered as follows: Captain ———, John McGowan first lieutenant, J. T. Stoneall second lieutenant, E. C. Kennedy third lieutenant, chief engineer ———, Henry Hoff assistant engineer.

The Bibb

The BIBB was another production of Hunter's and built by Messrs. Freeman, Knap and Totten, at Pittsburgh. Upon completion she was ordered to the Gulf

of Mexico. Shortly after leaving Pittsburgh, the packing in the wheel cases was destroyed, causing the vessel to leak so seriously that it became necessary to run her ashore. The position of the wheels rendered all efforts to stop the leak useless, and assistance from the shore had to be procured. By the aid of powerful pumps the new steamer was floated, and a river steamer towed the "experiment" to Cincinnati. Had the accident happened at sea the vessel and all hands would have gone to the bottom. Orders were given to haul her out, remove the submerged wheels, fill up the sides, and carry her to New Orleans.

The object which was considered of the greatest importance—that of securing the successful working of the new vessels under canvas, appears to have been entirely neglected and overlooked, the last requisite thought necessary to attain. Had this important requirement been attended to, and the engines and machinery had proved unsatisfactory, they could have been removed, and the hulls still preserved for the use of the Government. From the time of their operation to the close of their ill-fated career, they were a constant source of expenditure and trouble, the visionary products of confident inventors.

Fraser Reports

Captain Fraser in a report states, "I feel great reluctance even in opinion, to condemn either plan, and am well aware of the amount of interested influence with which I may have to contend. But, impelled by a sense of duty to the government, as well as to the interests of the service of which I am a member, I am constrained to assert, most emphatically, that all those already constructed have, in practice, fallen far short of the anticipations which, from previous reports and the assurances of the projectors, the Honorable Secretary, under whose direction they were constructed, had full reason to entertain. And at the same time the expenditure, consequent upon errors, alterations, etc., has greatly exceeded all the estimates given. The officers of the service remonstrated against the introduction of models which they were assured, by the opinions of experienced shipwrights as well as their own observations, must fail; but the opposing influence was irresistible. Had good sailing models been adopted, a failure in the steam power

would have been comparatively trifling; as it is, I do not hesitate to assert that not one of them could be worked from a lee shore, in a fresh gale and sea way, without the use of steam; nor has either sufficient beam by eight or ten feet to sustain her under a press of canvas. The dimensions, one hundred and forty-five feet long, twenty-three feet extreme beam, and nine feet draught, for sailing vessels, be ridiculed by naval architects, particularly when a large portion of the bearings on either side are removed for the accommodation of the wheels."

"The Cut Off"

The "Cut off," adopted on the steamers was "Stevens." Sickles was strongly recommended, and received the endorsements of Stittman, Allen & Co., Wm. M. Ellis, Chief Engineer, U. S. Navy Yard, Washington, and Chas. H. Haswell, U. S. N. The agent of Sickles and Cook demanded two thousand for each vessel supplied, while that of "Stevens" was secured for twelve hundred and fifty dollars.

The DALLAS was another of Hunter's submerged wheel affairs, and was altered by filling up the hollow sides. The engines had three feet stroke, and her speed, with a cumbersome and objectionable model, can easily be surmised.

The McLANE also, owed its miserable existence to the genius (?) of Lieutenant Hunter. Upon the recommendation of Captain Howard, she was altered by applying Hunter's engines to side wheels. The position of the engines was not disturbed, and the motion was acquired by cog-wheel gearing. This vessel was the greatest failure and blunder of the whole fleet, having neither speed, stability, or capacity for carrying fuel.

The JEFFERSON was designed by Captain Ericsson, and cruised actively on Lake Ontario. The original propeller having been broken, one of Loper's was substituted, and her performances won the approbation of her commander. The LEGARE, constructed after the same plans, and under the same superintendence proved to be the most serviceable of them all. She was employed actively for two years, a portion of the time in the Gulf of Mexico, when the boiler was burned out, and she was ordered to Richmond, Va., for examination.

The POLK and WALKER, which were

contracted for, and building previous to the passage of the act of Congress of the 3d of March, 1845, completes the list of stupendous and costly blunders fostered in the Revenue Marine Service.

The POLK was launched and turned over to the Navy, ordered to proceed to the Gulf of Mexico, and after having been several days at sea returned, leaking badly. Upon examination it was found that the sponsons, which were placed under the guards, had not been properly secured, and in consequence the water found its way into the body of the vessel. The cruise was abandoned, the vessel returned to the rev-

enue marine and allowed to lie at the Navy Yard, New York. The POLK, from her dimensions, was not sufficiently buoyant to carry her machinery safely, and was worthless as a steamer. Her machinery was afterwards transferred to the JEFFERSON, and canvas substituted in place of steam. The WALKER was transferred to the Coast Survey in February, 1848.

Expenditures upon iron revenue steamers, including construction, alterations, sails, rigging, armament, furniture and outfits of every description, commencing in April, 1843 and terminating January, 1849.

<i>Names</i>	<i>Upon Whose Plan</i>	<i>Where Built</i>	<i>By Whom</i>	<i>Amount</i>	<i>Remarks</i>
McLANE	Hunter's	Boston	Cyrus Alger	\$83,338.69	altering to side-wheels
DALLAS	Hunter's	Buffalo	Stitmann-Stratton & Co.	82,952.23	altering to side-wheels
LEGARE	Ericsson's	New York	R. & G. L. Schuyler	90,307.15	Finished
SPENCER	Hunter's	West Point	West Point Foundry Association	105,013.10	Finished
JEFFERSON	Ericsson's	Oswego	Freeman, Knap & Totten	100,945.25	Altered to Loper's plan
BIBB	Hunter's	Pittsburgh	Freeman, Knap & Totten	145,604.13	Altering at Cincinnati
WALKER	Side-wheels	Pittsburgh	J. Tomlinson	2,482.51	Under construction
POLK	Side-wheels	Richmond	J. R. Anderson	9,979.94	Under construction
				\$620,621.00	

NOTE: The above sum includes \$2,314.28 paid to Lieut. Hunter for services of draughtsman, and \$1,003.76 for his own travelling expenses; and \$1,092.37 paid to Captain Ericsson for furnishing drawings, no traveling expenses charged.

ALEX. V. FRASER,
Captain, U. S. Revenue Marine.

An examination of the above figures, and a perusal of the estimate for an iron revenue steamer, submitted in his report of January 9th, 1844, must have occasioned something more than a feeling of chagrin and mortification on the part of the officer in charge of the Bureau, and who so confidently predicted the success and superiority of the iron craft. The ultimate fate of the steam Revenue Marine blunders may be briefly disposed of as follows:

The BIBB was used some years in the coast survey. The SPENCER was utilized as a light ship at the entrance of Hampton Roads. The McLANE performed the same duty at Ship Island Shoal, Gulf of Mexico. The DALLAS, costing the Government \$82,952.23 was taken from lake Erie to New York, and sold for \$3,000. The JEFFERSON was lost in the Straits of Magellan. The WALKER was run down and foundered off Barnegat. The POLK was changed into a barque, and after a time was used at San Francisco as a marine hospital.

She was sold out of the service, and purchased by Daniel Gibb, Esq., who eventually sold her foreign.

Captain Fraser, December 14th, 1846, says "For the great outlay which has been the result of these ill advised experiments, the present administration is in nowise responsible—nor is the revenue marine, upon which much of the odium of these wretched failures has unjustly fallen, in the slightest degree accountable for their projection or execution. Its officers, with an exception, were not consulted; and that one has had sufficient opportunity to test, practically, the utter failure of the plans and the lasting injury which not only the service of which he is a member, but the cause of steam navigation for naval purposes in this country has sustained, through the hasty and ill advised measures which he advocated. The before mentioned officer was detailed to accompany the steamer UNION on a cruise from Norfolk to Boston, and his report, now upon the files of the depart-

ment, represents the speed, under canvass alone, as equal to that of "any pilot boat"; and the steaming qualities "incomparable." Under these assurances, and reposing confidence in the judgment and professional knowledge of those by whose advice the Honorable Secretary was governed, the vessels were commenced in the summer of 1843.

The projectors were allowed to carry their plans into execution, without interference or restraint; and in those propelled by Hunter's submerged wheel, the arrangements of the machinery were placed under the direction of the engineer department of the Navy; and all the odium or censure should attach itself alone to those by whom the department was misled. Remonstrance was made by those who were best qualified to judge, but it came too late; the contracts had been entered into; and I will venture the assertion that there was not one of those who contracted to execute the work, who did not from the first anticipate a failure. The result of all the experiments since made have confirmed their anticipations, and the vessels have been a constant source of expenditure, in alterations and repairs, since their launching, with no service worthy of mention as an offset.

The amount which has thus been expended would have provided, fully armed, equipped, manned, and provisioned, no less than twenty-eight brigs of two hundred and fifty tons, a fleet which would have formed a cordon from one end of the coast to the other; and a class of vessels which could have kept the sea at all seasons of the year; have rendered efficient service in protecting the revenue, as well as in affording relief, and would have been maintained at an expense comparatively trifling.

I have been thus prolix on this subject, for the purpose of placing it before Congress in its true and proper character; and with a desire to relieve the officers of the revenue marine from the mortification and unjust imputations under which they have suffered. In doing so, I am fully aware of what I am to expect from those whose interests are interfered with, and that the most insidious means will again be used to mislead Congress on the subject of the revenue marine. But I have two points of duty to perform; the first to the government, the other to the service of which I am a member; and both of which shall be performed to the utmost of my ability, irrespective of all con-

sequences." He refers to what the service has accomplished in the past, the skill and gallantry displayed by Captain H. B. Nones, his officers and crew, in the attack upon Tobasco, and attested by the official despatches of Commodore Perry and Carver. The defense of the Revenue cutter SURVEYOR in the war of 1812, and other exploits during that period; the capture of several piratical vessels by Captain Jackson and others, and the testimony of Commodore Dallas of the efficient service rendered by the revenue cutters co-operating with his command in Florida. "These," he says, "are but a few of the acts upon which the officers look back with pride and satisfaction and are not enumerated vauntingly but as an act of justice to a service which has suffered much from jealousy and misrepresentation, and which until Congress, by the act prohibiting any further increase in the number of vessels without its special authority, has been made the unwilling vehicle through which every experimentalist in steam or naval architecture sought to introduce, at the public expense, plans which had either been denounced in their inception, or abandoned after trial by practical men.

Connected with the welfare of the officers, there is one more subject to which I would respectfully refer. On board of the revenue vessels no authority is given, under any circumstances, to employ medical aid, even when called upon to cooperate with the Navy. The officers and crew are exposed to the same casualties, without being provided with any medical assistance; and there are now living upon the cold charities of the world, several men who have lost limbs in the service by frost during the winter, or other casualties, in the execution of their duty, when beyond the reach of assistance from the shore. However meritorious the cause which has deprived them of the means of gaining a livelihood, no pension is provided, nor any other refuge left them than the almshouse affords."

The total expenditures of the service for the fiscal year ending June 30, 1848, amounted to \$501,532.24; of which \$328,407.61, was expended in fulfilment of contracts entered into prior to March 4, 1845, on account of the construction and maintenance of the worthless steamers, and for which the faith of the government was pledged.

On the 19th of November, 1842, the Department issued instructions limiting and curtailing articles intended for use

in cabins and ward-rooms of revenue cutters. The custom had led to extravagance and wasteful disbursements of the public money, and for the cabin the following modest list was authorized, viz.: 1 mahogany table, 4 cane seat stools, one oil cloth carpet; ward-room the same, with two additional stools. Lights were allowed, and north of Charleston, sheet iron stoves were furnished. The extra compensation before granted to officers on construction duty was cut off, and the custom of presenting separate accounts for pay forbidden. It was required that the names of all officers should appear on the payrolls. March 25th, 1843, it was decreed, that Captains in the Revenue Cutter Service, when detailed for duty on shore should be entitled to receive, as a commutation for quarters and fuel, at the rate of \$24 per month; and for the pay and rations of a servant performing the duty of a steward, at the rate of \$15 per month. Any other commissioned officer to receive \$12 per month and \$5 per month for a servant doing the duty of a steward. Ten cents per mile was allowed for traveling expenses when traveling under orders.

In 1845

The following order was published February 19th, 1845:

Treasury Department.

Sir: The Light-house Establishment having been assigned to the Revenue Marine Bureau, attached to this Department, all reports and communications upon that subject will hereafter be addressed to the *officer in charge* of that bureau, under cover to the Secretary of the Treasury, instead of the Fifth Auditor; and all collectors will have the superintendence of the light-houses, light-boats, buoys and beacons, in their respective districts.

Very respectfully, your obedient servant,

George M. Bibb,
Secretary of the Treasury.

On March 18th, 1845, the cocked hat and decoration in front of the cap being deemed superfluous by Secretary R. J. Walker, was by his order dispensed with.

On June 4th, 1845, commanding officers were forbidden to fire salutes, except upon the occasions specified by the Regulations, unless ordered by special directions from the Department.

In 1846 William Handy, third Lieutenant, U. S. Revenue Marine was ordered to Washington for special duty in the Bureau. He never returned to active cruising duty, and afterwards became Chief of the Bureau.

Revenue Marine Bureau

In 1844, the revenue boats attached to the different collection districts, were placed under the supervision of the Revenue Marine Bureau, numbering one hundred and forty-nine, varying from two oared skiffs to half decked sail boats. There were also three small sailing boats commanded by officers of the Revenue Marine. The VETO stationed at Castine, Maine, and commanded by first Lieutenant S. C. Foss; ACTIVE at Sackett's Harbor, commanded by first Lieutenant Caleb Prouty; and the INGHAM at St. Mary's, commanded by first lieutenant Levi C. Harby. The revenue boat VIGILANT, built for the purpose of cruising in shoal water, adjacent to the mouth of the Mississippi river, was placed in charge of an inspector with express orders not to leave his station, but in disobedience to instructions he went in quest of runaway slaves, and was blown out of the harbor of Key West, in the hurricane of October 4th and 5th, and all hands, except two seamen, were lost.

The use of Colt's waterproof cartidges were introduced in 1844 into the service. Experiments were made on board of one of the cutters, by a committee of the officers of the army and navy, at the request of the American Institute, and the following facts established: That the cost does not exceed that of the ordinary flannel cylinder; that they are perfectly impervious to moisture, even when immersed in water several days; that no danger of premature explosion exists; and that the gun will not foul from repeated charges.

In 1845, in addition to the steamers, before referred to, there were employed thirteen schooners, varying from ninety to one hundred and fifty tons. The whole coast of North Carolina, and a portion of South Carolina was entirely unguarded, except by a few small row-boats, employed under the direction of the collectors. The revenue cutter formerly stationed there had been condemned, and never replaced. A recommendation was made to have a vessel built or purchased of not greater dimensions than eighty tons for the inland navigation of that coast.

List of vessels in the Revenue Service, with their tonnage armament and where employed.

<i>Names</i>	<i>Tonnage</i>	<i>Armament</i>	<i>Where employed</i>
McLANE, Stm'r	368	4.32 pdrs. & 1 long 18 pdr. pivot	Texas
SPENCER, "	398	4.12 pdrs. iron 1 long 18 pdr. pivot 1.9 pdr. brass & 1.12 pdr. brass	Texas
LEGARE, "	364	1 long 18 pdr. iron & 2.4 pdrs. brass	Texas
JEFFERSON, "	343	1 long 18 pounder	Oswego
BIBB, "	409	1 long 18 pdr. iron & 4.32 pdr. iron	Not completed
DALLAS, "	391	1 long 18 pdr.	Not completed
POLK, "	—	1 long & 2 short 32 pdrs. intended armament	Now constructing
WALKER, "	—	1 long & 2 short 32 pdrs. intended armament	Now constructing
ALERT, Sch'ner	120	2.12 pdrs. 2.4 pdrs. & 2.3 pounders	Coast of Maine frontier
MORRIS, "	112	6.6 pounders	Texas
HAMILTON, "	112	4.6 pounders	Coast of Mass.
JACKSON, "	112	2.12 pounders	Coast of Rhode Island
EWING, "	170	6.12 pounders	Texas
ERIE, "	65	1.18 pdr. & 1.6 pdr.	Lake Erie
FORWARD, "	150	4.9 pounders	Texas
TANEY, "	112	6.12 pounders	Coast of Virginia
MADISON, "	112	6.12 pounders	Chesapeake Bay
VAN BUREN, "	112	4.12 pounders	Texas
CRAWFORD, "	90	4.12 pounders	Coast of Georgia
WOLCOTT, "	90	4.12 pounders	Mobile Bay
WOODBURY, "	115	4.12 pds. and 1.6 pdr. pivot	Texas

A Small Service

Considering the extended character of the sea coast, as well as the lake shores, the force employed in the service at this time was extremely small. Several of the vessels were old and required extensive repairs, while officers and men, during the inclement months, were required to cruise constantly within a limited distance from the coast, provided with the means of affording succor and relief, by furnishing men as well as provisions to distressed mariners. This duty was one embracing great privation and hardships, as well as exposure; and taken in connection with the small uncomfortable class of vessels then in use, rendered the life of officers in the revenue marine anything but luxurious or pleasant.

The regulation providing for examinations for candidates to promotion stimulated the officers to renewed exertions in improving their professional qualifications, and many an hour, before devoted to frivolity or idleness, was now given to study and an earnest effort to extend their general knowledge of seamanship and navigation. The bread of idleness was unknown on board a revenue cutter, and an improved and healthy tone spread rapidly through the subordinate grades.

It was recommended to increase the pay of petty officers to thirty-five dollars per month, as it was found extremely difficult to fill vacancies on account of the pittance allowed by the act

of March 2, 1799, and which had not been increased since that period.

The revenue schooner *ERIE*, stationed upon Lake Erie, was stranded at Conneaut during a gale in November, and would have proved a total loss but for the prompt services of the United States naval steamer *MICHIGAN*. When repairs became necessary, the Department appointed suitable persons to hold the survey and determine upon the extent of the same. Wardens of the port, inspectors of the underwriters, associated with intelligent shipwrights were generally selected for the purpose.

The winter cruising orders for 1842 contained for the first time instructions to the commanders to receive on board supplies of clothing or other articles should they be furnished by the underwriters. The tracks made during the winter cruising months, with soundings, quality of the bottom, together with all vessels boarded, relieved, etc., were ordered to be recorded and forwarded to the Department at the expiration of the season.

On May 19th, 1846, the following order was promulgated to Capt. John A. Webster, U. S. Revenue Marine.

Strictly Confidential

Treasury Department
May 19th, 1846.

Sir:

The Revenue laws of the United States having been extended over the state of Texas, and war with the Republic of

Mexico existing, it is deemed advisable to concentrate a number of Revenue vessels between the Rio Grande, or Rio del Norte, and the Mississippi Rivers, which at the same time shall attend to their legitimate duties, by keeping a vigilant eye over the interests of the Revenue, and be held in readiness to cooperate with the other branches of the public service, by employing the force on board, as may be directed. With this view, the President has directed the Revenue Steamers McLANE, SPENCER and LEGARE, and schooners WOODBURY, EWING, FORWARD, and VAN BUREN, be assigned to that service and placed under the direction of the Commanding General of the Army of Occupation for the purpose of conveying men, supplies, or intelligence, to and from such points as he may direct, and should necessity require, of aiding with the forces employed on board in prosecuting the war.

Acknowledged Zeal and Ability

It, therefore, becomes necessary that a captain of acknowledged ability, intelligence, and zeal, be appointed to control, under the direction of the commanding general, of this Department, the movements of the Revenue vessels. With this view, in consideration of the seniority of your commission, your promptness in volunteering your services, the confidence reposed in your discretion, and above all in consideration of the gallantry displayed by you during the late war, you have been selected for that duty. You will, therefore, leave the schooner JACKSON in command of the first lieutenant and repair first to New London, New York, and Wilmington, Delaware, and should the EWING, SPENCER and FORWARD, not yet have sailed, you will urge their commanders the necessity of the utmost dispatch. Thence you will repair by the most direct route to New Orleans, communicating with the Collector of Customs of that place, who will have instructions relative to the deposit of fuel, provisions, etc.

The vessels have been directed to rendezvous at the mouth of the Mississippi river.

On their arrival, and having performed such duty as may be required, by receiving on board all the men and provisions which may offer, you will repair with them, as near as practicable to the position of the army, and communicate to the Commanding officer of

the nearest military post, expressing your readiness to co-operate with him, exhibiting your instructions.

Establishing yourself on board any one of the vessels, which you may select, all correspondence, requisitions, etc., will be received and issued through you. Enclosed is an order addressed to the other officers and crews of the Revenue vessels, enjoining obedience to all your legal commands, a copy of which you will cause to be furnished to each captain, with orders that it is to be placed in some conspicuous place on board each vessel. You will instruct the commanders, that the Revenue laws having been extended over the state of Texas, they will still maintain a vigilant surveillance over, and prevent as much as possible, any violation of them. You will report by every opportunity the operations of the vessels, and see that Transcripts from their journals be regularly remitted. Should it become necessary to draw rations, or other supplies from the army, or any other branch of the public service, you will cause the commander making the requisition to give you duplicate receipts, one of which you will transmit to this Department.

The promptness with which you are required to obey this order, and as the distance over which it is necessary to travel, may probably interfere with your pecuniary arrangements, instructions have been issued to the Collector of Customs at Newport, R. I., to settle your compensation for the months of May, June, and July, on presentation of duplicate bills for the same. You will consider this communication as strictly confidential, and as the vessels which have been detached will depart under sealed orders, to be opened at sea, you will say nothing to the officers, on the subject of your or their destination, but exhibiting the enclosed authority, urge upon them the necessity of prompt obedience to the order of the Department dated the 16th inst. and you will promptly report any disposition to delay their departure, or to evince inattention to your orders.

While acting under the present instructions, vacancies may occur among the commissioned or other officers, which would require to be promptly filled. Should any such contingency arise, you are authorized to fill them by issuing acting appointments, as Third Lieutenants, observing the limits of age prescribed by the regulations, if

practicable, and report the fact to the Department.

Report to Army

This authority, however, is not to be exercised before the departure of the vessels from their present station, and persons so appointed are to be informed that the appointments are temporary. Vacancies occurring in the higher grades, to be filled by the next in seniority. Should you fall in with the Commodore of the Naval forces employed in the Gulf of Mexico, you will report to him, the readiness of the Revenue vessels to perform any service he may require, provided it does not interfere with the execution of any order you may have already received from the commanding officer of the Army, or his agents, and not violate any of the special instructions here given you.

As you will require to keep copies of all your correspondence, you are authorized to assign some person to the duty of clerk, whose compensation shall not exceed the limits of the law, twenty dollars per month, and one ration per diem, and you will provide yourself with

the necessary books and stationery at New Orleans.

Very respectfully,

R. J. Walker,
Secretary of the Treasury.

Capt. John A. Webster,
U. S. Revenue Marine,
Newport, R. I.

In less than two weeks from the issue of the order, all the vessels were ready for sea, and the alacrity displayed by the officers in obeying the order and preparing their vessels was worthy of all praise. Some were ready in three days, and others only delayed in consequence of the difficulty in shipping men.

The steamer SPENCER put into Charleston, having burned her boiler out, and returned to Philadelphia. The LEGARE reached her destination, and was actively employed until the same derangement of the boiler occurred, when that vessel was ordered north. The schooners WOODBURY and VAN BUREN were actively employed although decayed and in need of repairs.

CHAPTER IX.

MEXICAN WAR—OPERATIONS IN THE GULF OF MEXICO AND LATER ACTIVITIES TO 1849

Maintaining blockade of Mexican ports—Captain Webster relieved on account of ill health—Loss of the MORRIS—Services rendered by cutters during the winter of 1846—Complement of Warrant Officers established, 1847—Loss of the LAWRENCE below Point Lobos—Condition of Revenue Marine Service in 1849—List of appointments and promotions of Officers from March 1, 1791 to May 21, 1820.

AFTER the arrival of the fleet in the Gulf of Mexico, they were engaged in carrying supplies and men to various places, and acting as despatch boats, and conveying the mails. On August 10th, 1846, the LEGARE and EWING received on board one thousand rifles for the army. They were landed at Point Isabel and delivered to General Taylor, in time to be used in the battles of Monterey and Buena Vista.

*Capt. H. B. Nones commanded the revenue schooner FORWARD and won from Commodores Perry and Conner the highest praise for skill and gallantry displayed at Tobasco and Alvarado. The Revenue steamer McLANE, under the command of Capt. W. A. Howard, maintained successfully the blockade of Tobasco for several months, having been moored in the river near Fontera, and unable from the defects in machinery as well as the shoal water on the bar, to have escaped had an attack been made by a superior force.

The fleet while in the Gulf of Mexico, while protecting the interests of the revenue, were also employed in co-operating with the army and navy, in maintaining the blockade of Mexican ports and in facilitating the transmission of intelligence to and from the seat of war by carrying the mail and despatches. This disposition of a portion of the forces was made by the President, in consequence of the Navy not having at their disposal small vessels adapted to the shoal waters of the Mexican coast.

Ill of Fever

In December, 1846, Captain Webster becoming extremely ill of fever contracted on the coast of Mexico was

*The FORWARD and McLANE captured steamer PETRITA, steamer TEBASGUENA, brig RENTVILLE and schooner CAMPECHE.

obliged to give up his command to Captain Foster, and return home. In October, 1865, this gallant and meritorious officer being then in his 79th year, was relieved from duty by the following order.

Treasury Department,
October 19th, 1865.

Sir: Upon receipt of this order you will consider yourself detached from the Revenue Cutter JACKSON and will hold yourself in readiness for orders to special duty, with duty pay.

I am, very respectfully,

By order J. F. Hartley,
Assistant Secretary of the Treasury.
Capt. John A. Webster,
Revenue Cutter Service,
Baltimore, Md.

He continued from that time until his death (1876) on duty pay. A compliment well won and deserved by a long list of honorable achievements and term of service teeming with exploits which his well known modesty kept from the hands of the publishers and newspaper men. No other captain in the Revenue Marine Service has won the distinction of being relieved from duty on full pay, although an attempt was made to do something of the kind in later years.

The Cutter Morris

The Revenue cutter MORRIS, which was stationed upon the Florida reef, was driven, during the hurricane which occurred at Key West on the 11th of October last, upon a bank, where the receding waters left her nearly dry, and in such a situation as to preclude the hope of getting her off. The WOODBURY and VAN BUREN were also condemned as not worthy of repair. A large portion of the vessels had been built prior to 1834, and could not reasonably be expected to remain much longer in active service.

The cost of maintaining the service—for the past year—viz—4 steamers and 14 schooners—amounted to \$297,304.29; including the additional expense incurred by increasing the force employed on board the vessels co-operating with the gulf squadron. The cost of employing open boats, sailing crafts, etc., with boatmen and inspectors, amounted to \$83,871.06.

Capt. L. F. C. Fato, commanding the Revenue schooner Wolcott was dismissed from the service September 1, 1846, by Secretary Walker, for disobedience of orders, and failing to carry important despatches from the Navy Department to Commodore Conner.

The services rendered by the revenue cutters in protecting the revenue and cruising upon the coast for the relief of distressed vessels, during the winter of 1846, were as follows:

Names	No. of ves- sels spoken and boarded	Assist- ed	Distance Sailed
Schooner ALERT	63	4	2,930
" MORRIS	141	13	2,932
" HAMILTON	215	7	2,521
" JACKSON	245	10	3,472
" EWING	62	7	3,113
" FORWARD	224	28	2,160
" TANEY	63	4	1,500
" VAN BUREN	35	5	3,691
" CRAWFORD	29	1	
" WOLCOTT	31	—	1,500
St'mer SPENCER	105	6	
" LEGARE	42	2	2,535
Schooner WOODBURY	9	2	
Total	1,264	89	26,354

¹Confined to the mouth of the Savannah. She requiring repairs.

²Dismissed early in the season.

³Cruising ground confined to harbor of New York.

⁴Cooperating with the Army in Texas.

*The estimated value of property saved amounted to \$3,560,000.

"The older officers of the service are, generally men who have been reared amidst the hardships of, and are intimately acquainted with, the navigation of the coast. And it is a fact worthy of remark, that notwithstanding the small size of the vessels, and the character of the coast upon which they are employed, no serious accident has befallen them during several years; giving evidence of the skill of the commanders. It has been suggested that the revenue vessels cannot be expected to afford much relief to others during severe weather, in consequence of their small tonnage. This is an error; any relief afforded by any vessel must be done with boats, and the revenue vessels are provided with the best description of whale boats. The vessels themselves, are fine sea boats; and although small, wet and uncomfortable, are perfectly safe."

Secretary Walker issued a circular to commanding officers of revenue cutters on October 8, 1847, stating that the expenditures for the service had greatly exceeded his expectations and that they

grew out of the construction and employment of steam vessels, for the building of which he was not accountable. All further expenditures on their account were to be discontinued, and steamers disposed of as not at all adapted to the use of the revenue marine. This accomplished, it was determined to reduce the entire expenditure of the service to a sum not exceeding one hundred and seventy-five thousand dollars. The object was to save useless and extravagant expenditures, and to promote a judicious economy. The cordial aid and co-operation of the collectors and officers of the service was expected by the Department.

On November 1, 1847, the following complement was allowed, and adopted under the new order of reform and retrenchment.

Class	Boatswain	Gunner	Carpenter	Cook	Stewards	Seamen	Boys	Rations in kind	Rations commuted per diem	Rations commuted per diem
First	1	1	1	1	2	16	6	23	5	
Second	1	1	1	1	2	14	4	19	5	
Third	1	1	1	1	2	12	4	17	5	

The amount expended for the system of boats also exceeded the limits and plans of the Secretary, and underwent a corresponding reduction. Each district being restricted to a stated amount, beyond which no payment would be authorized.

On the 15th of November, 1848, Captain Alexander V. Fraser, the first presiding officer in charge of the Revenue Marine Bureau, who so confidently, and elaborately recommended the use of iron steamers, and who remained in office long enough to settle up the accounts of that lamentable failure, was detached and placed in command of the brig LAWRENCE and ordered to proceed around Cape Horn to Oregon.

*This vessel was subsequently lost, while under the command of Captain Douglass Ottinger, an event that was overlooked or forgotten in the published synopsis of that officer's career in a local paper. The LAWRENCE went ashore October 21, 1851, four miles below Point Lobos. The cutter stood in too close to the land, the wind died out, and the heave of the sea completed the

*From Captain Fraser's report for year 1848.

*From data obtained at Custom House, San Francisco.

disaster. The sails and rigging were saved, but no effort was made to save the hull.

Captain Richard Evans now assumed charge of the Revenue Marine Bureau, and submitted his first report January 16, 1849.

The brig LAWRENCE was built during the year 1848. Contracts were made for building and equipping 6 schooners for the service, an appropriation having been made for that purpose, August 12th, 1848. It was expected they would be ready for service in March, 1849, and would form a line of outlook and safety from Maine to Texas. The steamers JEFFERSON and DALLAS had been brought down from the Lakes through the Welland canal to the sea coast. The DALLAS was having new machinery put in, and the POLK was to be transferred into a sailing vessel. The number of cruising cutters had been reduced to eight, stationed as follows: Eastport, Boston, Newport, New York, Delaware, Norfolk, Mobile and Lake Erie. The †Taney had been temporarily transferred to the Navy. A number of officers were employed in revenue boats as boarding officers, stationed at Castine, Sackett's Harbor, Frenchman's Bay,

Machias, Rochester, Wiscasset, South West Pass, Balize, Point La Hache, Key West, and Oswego.

In consequence of the loss of the revenue brig LAWRENCE the original appropriation of \$75,000 was asked to be increased to \$90,000, and granted by Congress. It was proposed to build and equip the new vessels at the different Navy yards, in order that good and substantial cutters might be obtained to the avoidance of all fraud and imposition—experience which the Bureau had paid dearly to possess.

There were but two cutters between the Chesapeake and Cape Florida, and one in the Gulf of Mexico, stationed off the Mississippi, leaving the Gulf shore of Florida, Mississippi, Alabama and Texas, without the presence of a single revenue vessel. Two of the new cutters were intended for the Atlantic Coast, and four for the Californian and Oregon stations.

This was the condition of the Revenue Marine Service in the beginning of the eventful year 1849. We have endeavored, faithfully and conscientiously, to trace the principal events connected with the service from its inception in October, 1789 to 1849, where we leave our task to be completed to a later date, by those better able to record the stirring events that have occurred during the past thirty years.

†Under Command Lieut. Welsh, U.S.N., sounding Atlantic Ocean, sailed October 27th, 1849.

LIST OF APPOINTMENTS AND PROMOTIONS OF OFFICERS OF REVENUE CUTTERS
FROM MARCH 1, 1791 TO MAY 21, 1820

<i>Name</i>	<i>Whence App'ted</i>	<i>Date Appointed</i>	<i>First Rank</i>
YEATON, Hopley	N. H.	Jan. 15, 1803	Master
FLAGG, John	N. H.	March 21, 1791	Master
PARROTT, John	N. H.	March 21, 1791	Second Mate
WILLIAMS, John Foster	Mass.	March 21, 1791	Master
WELCH, Hezekiah	Mass.	March 21, 1791	First Mate
NICHOLAS, Nathaniel	Mass.	March 21, 1791	Second Mate
COLEMAN, Silvanus	Mass.	March 21, 1791	Third Mate
MALTBEE, Jonathan	Conn.	March 21, 1791	Master
HOUSE, George	Conn.	March 21, 1791	First Mate
DENNIS, Patrick	N. Y.	March 21, 1791	Master
BOUDENOT, Elias	N. Y.	March 21, 1791	Second Mate
MORRIS, Richard V. (USN)	N. Y.	March 21, 1791	Third Mate
MONTGOMERY, James	Penna.	March 21, 1791	Master
ROACH, Isaac	Penna.	March 21, 1791	First Mate
RUE, Benjamin	Penna.	March 21, 1791	Second Mate
GROSS, Simon	Md.	March 21, 1791	Master
PORTER, David	Md.	March 21, 1791	First Mate
THOMAS, William	Md.	March 21, 1791	Second Mate
TAYLOR, Richard	Va.	March 21, 1791	Master
LURTY, John	Va.	March 21, 1791	First Mate
PARKER, John	Va.	March 21, 1791	Second Mate
COOK, William	N. C.	April 25, 1791	Master
WALLACE, Joseph	N. C.	April 25, 1791	First Mate
COCHRAN, Robert	S. C.	May 8, 1791	Master
HOWELL, John	Ga.	May 20, 1791	Master
FISHER, Hendrick (USN)	Ga.	May 20, 1791	First Mate
WOOD, John (USN)	Ga.	May 20, 1791	Second Mate
CAMPBELL, Hugh Geo. (USN)	S. C.	June 10, 1791	First Mate
NUTTLE, Charles	Penn.	August 6, 1791	Second Mate
FORBES, James	Md.	August 6, 1791	Third Mate
HAM, William	Va.	Aug. 13, 1791	Second Mate
DANGERFIELD, Bathurst	Va.	Aug. 13, 1791	Third Mate
GREENLAW, Jeremiah	R. I.	Aug. 23, 1791	Second Mate
ADAMS, John	N. H.	Dec. 19, 1791	Second Mate
HOBBART, Samuel, Jr.	N. H.	Dec. 19, 1791	Third Mate
DUNTON, William	Penna.	June 22, 1792	Third Mate
GUNNISON, Benjamin	N. H.	June 30, 1792	Second Mate
STACEY, Caleb	N. Y.	Nov. 6, 1792	Third Mate
LORING, William	N. Y.	Nov. 13, 1792	First Mate
FINLEY, John	N. Y.	Nov. 17, 1792	Second Mate
ODIORRE, Samuel	N. H.	Dec. 18, 1792	Third Mate
PERKINS, Ebenezer	Conn.	Dec. 18, 1792	Third Mate
GARDENNER, Benjamin	N. C.	May 24, 1793	First Mate
SANDY, James	N. C.	May 24, 1793	Second Mate
TANNER, John	N. Y.	July 23, 1793	First Mate
HOLLESTER, Giles	N. Y.	Nov. 1, 1793	Second Mate
PARKER, William	S. C.	Nov. 23, 1793	Second Mate
COZENS, Matthew	S. C.	Nov. 23, 1793	Third Mate
OGDEN, Nathl. A.	N. Y.	Aug. 9, 1794	Second Mate
VAN DEUSEN, Isaac	N. Y.	July 15, 1794	Third Mate
BRIGHT, Frances	Va.	June 23, 1795	Master
CHRISTIAN, James	Ga.	Aug. 29, 1794	Second Mate
FORSYTH, Benjamin	Ga.	July 11, 1795	Second Mate
TILTON, John	N. Y.	Nov. 17, 1795	Third Mate
SALTONSTALL, Nathl.	Conn.	April 15, 1796	Third Mate
BROWN, John	N. C.	Oct. 19, 1796	Master
BREWSTER, Caleb	N. Y.	Jan. 20, 1797	First Mate
BURCH, Joseph	N. C.	March 7, 1797	First Mate
DORSEY, Robert	N. C.	March 7, 1797	Second Mate
SNELL, William	N. C.	March 7, 1797	Third Mate
LORING, Israel	Mass.	April 21, 1797	Third Mate
SQUIRE, John	N. Y.	May 1, 1797	Second Mate

LIST OF APPOINTMENTS AND PROMOTIONS OF OFFICERS OF REVENUE CUTTERS
FROM MARCH 1, 1791 TO MAY 21, 1820

Name	Whence App'ted	Date Appointed	First Rank
HARRIOT, Nathl.	N. Y.	May 1, 1797	Third Mate
ROACH, Isaac	Delaware	May 1, 1797	First Mate
VALLANCE, William	Penn.	June 21, 1797	First Mate
PARRISH, William	Va.	Nov. 29, 1797	Second Mate
BRIGHT, Samuel	Va.	Nov. 29, 1797	Third Mate
HINMAN, Elisha (USN 1776)	Conn.	March 13, 1798	Master
PRICE, George (USN)	Penn.	March 25, 1798	Master
LINCOLN, Ezekiel	Mass.	May 1, 1798	Third Mate
BYRNE, Gerald	Penn.	May 11, 1798	Second Mate
LEONARD, John W.	N. Y.	May 31, 1798	Master
CHAPMAN, Jona. (USN)	Mass.	June 30, 1798	Master
WADE, John	—	Dec. 31, 1798	Third Mate
MARINER, John	—	Dec. 31, 1798	Second Mate
OLIVER, John S.	—	Dec. 31, 1798	Third Mate
FOSTER, Silas	Penn.	June 27, 1799	Master
LATIMER, Roe (USN)	Va.	Aug. 31, 1799	Third Mate
SAWYER, Joseph	Del.	Nov. 14, 1799	Third Mate
PAYNE, James (USN)	S. C.	Nov. 29, 1799	Master
WITE, Thomas	S. C.	Nov. 29, 1799	First Mate
PARKER, John	S. C.	Nov. 29, 1799	Second Mate
PENNINGTON, Ed.	S. C.	Nov. 29, 1799	Third Mate
THOMPSON, Thomas	Pa.	April 16, 1800	First Mate
HOOKER, Michael	N. H.	April 16, 1800	Master
RIMBLEY, Dennard	S. C.	Sept. 17, 1800	Second Mate
HRABOKSKI, Richard	S. C.	Sept. 17, 1800	Third Mate
PURKETT, John (USN)	—	Feb. 19, 1801	Third Mate
HOWARD, Richard	Del.	June 10, 1802	Master
WEBLEY, Benjamin	Ga.	March 23, 1804	Master
TRAVIS, Samuel	Va.	Aug. 27, 1804	First Mate
NEWCOME, Joseph	—	Aug. 21, 1804	Master
BOWERS, William	—	Sept. 19, 1804	First Mate
PERRIE, George W.	Md.	Oct. 31, 1804	Second Mate
KILPIN, Francis	—	Nov. 30, 1804	Second Mate
MOORE, Thomas	Penn.	March 8, 1805	Master
MITCHELL, James	N. H.	March 15, 1805	Second Mate
McDANIEL, Daniel	—	April 2, 1805	Second Mate
FLOWERS, Thomas	Penn.	April 26, 1805	First Mate
SANLERS, John	Penn.	April 26, 1803	Second Mate
SMITH, Lewis	—	Nov. 8, 1805	Third Mate
SAUNDERS, John M.	Penn.	March 14, 1806	First Mate
SMILEY, Andrew	Penn.	March 14, 1806	Second Mate
BURNES, John	Penn.	July 14, 1806	First Mate
SARGENT, Robert	Penn.	Sept. 10, 1806	Second Mate
NEWALL, Nicholas	Ga.	Nov. 11, 1806	Master
McNEILL, Daniel (USN)	S. C.	Dec. 29, 1806	Master
RICE, George	N. Y.	May 23, 1807	Second Mate
RUTLER, Thomas V.	Va.	July 3, 1807	Second Mate
KENNARD, Nathl.	N. H.	April 28, 1808	First Mate
LIVERMORE, Joseph	Mass.	April 28, 1808	Second Mate
BENNET, Christopher	—	Oct. 11, 1808	Master
LUFF, Edward F.	Del.	Oct. 19, 1808	Second Mate
BALDWIN, Ebenezer	—	Jan. 26, 1809	First Mate
DUDLEY, Linton (USN)	—	Jan. 26, 1809	Second Mate
SARGEANT, Robert	—	Feb. 1, 1809	Third Mate
GALE, Worthington	—	April 10, 1809	Master
SMITH, Vinson	N. Y.	June 7, 1809	Second Mate
LEE, Frederick	Conn.	Sept. 14, 1809	Master
McCLUNG, James	Del.	Sept. 26, 1809	Third Mate
ADAMS, Wm. Parker	N. H.	Mar. 8, 1810	Master
FRAZER, Angus	—	Aug. 28, 1810	Master
BROOKS, George	—	Sept. 17, 1810	First Mate
MERRIHEW, Joseph	Penn.	Feb. 26, 1811	First Mate
WEEKS, John	N. H.	April 10, 1811	Second Mate
MARSHALL, Thomas	—	May 30, 1811	Second Mate

LIST OF APPOINTMENTS AND PROMOTIONS OF OFFICERS OF REVENUE CUTTERS
FROM MARCH 1, 1791 TO MAY 21, 1820

<i>Name</i>	<i>Whence App'ted</i>	<i>Date Appointed</i>	<i>First Rank</i>
CAHOONE, Henry	R. I.	July 17, 1811	First Mate
FOOTE, Elanson	—	Dec. 19, 1811	First Mate
CANNAN, Isaaq W.	Del.	Dec. 30, 1811	Second Mate
CAHOONE, John	R. I.	Jan. 25, 1812	Master
SHEARMAN, William	R. I.	Jan. 25, 1812	First Mate
HUDSON, Thomas	R. I.	Jan. 25, 1812	Second Mate
CANNON, Joseph S.	Del.	April 10, 1812	Second Mate
ELLIOT, Daniel	Mass.	April 13, 1812	Master
WOODWARD, Chas. S.	Mass.	April 13, 1812	First Mate
HERBERT, Edward	—	July 7, 1812	Master
HIEBB, John	—	July 7, 1812	First Mate
McKELLAR, John	—	July 6, 1812	Second Mate
TRAVES, Wm. L. (USN)	—	July 7, 1812	Third Mate
PHIPPEN, Wm.	—	July 7, 1812	Second Mate
PEIRCE, Nathl.	—	July 9, 1812	Second Mate
HOPKINS, Barnabus	—	July 24, 1812	Third Mate
AUGUR, Daniel P.	Conn.	Oct. 15, 1812	First Mate
HALL, John	Conn.	Oct. 15, 1812	Second Mate
SILLIMAN, John H.	S. C.	Oct. 22, 1812	Master
BURNS, Aaron	—	Dec. 23, 1812	Second Mate
WILLIAMS, Jacob, Jr.	—	Jan. 17, 1814	Third Mate
TREVETT, Saml. R.	Mass.	July 8, 1814	Master
MACOMB, James B.	Del.	Nov. 22, 1814	First Mate
TREVETT, Benj.	Mass.	May 9, 1815	First Mate
WYNKOOP, Peter	N. Y.	June 8, 1815	First Mate
CANNON, Isaac	Del.	June 19, 1815	First Mate
HOLMES, James	Del.	June 26, 1815	Second Mate
GIRDLER, Lewis	Mass.	June 26, 1815	Second Mate
MANSURE, John	Del.	Aug. 17, 1815	Second Mate
ROSS, Thomas (USN)	S. C.	Dec. 2, 1815	Master
MERRIHEW, William	N. Y.	Dec. 2, 1815	First Mate
SMITH, James (USN)	Ga.	Dec. 4, 1815	Master
DRINKWATER, Revel	Mass.	Dec. 16, 1815	Master
ISAACS, William	N. Y.	Feb. 26, 1816	Second Mate
PRINCE, George	Me.	March 7, 1816	First Mate
COLBY, Samuel	Me.	March 20, 1816	Second Mate
HICKS, William	Penn.	March 29, 1816	First Mate
MANSFIELD, Joseph	Va.	May 3, 1816	Third Mate
LATIMER, Mosely	Va.	Oct. 19, 1816	Third Mate
BEURD, Alexander (USN)	—(Mas. 1814)	April 29, 1917	Master
HAWKSHURST, George	—	April 29, 1817	First Mate
DIXEY, Peter	Mass.	Dec. 12, 1817	Second Mate
JACKSON, John (USN)	Ga. (Mid.)	April 24, 1818	Master
CROW, Robert M.	Va.	March 20, 1819	Third Mate
BENDER, Jos. A.	—	March 30, 1819	Second Mate
LOOMIS, Jarins	—	July 22, 1819	Master
HAZARD, Daniel S. (USN)	—(Mid.)	June 22, 1819	First Mate
JORDEN, Joseph	—	July 22, 1819	First Mate
FORBES, John W.	—	July 22, 1819	Second Mate
TAYLOR, William	—	July 22, 1819	Second Mate
TAYLOR, Dugomier (USN)	—	July 31, 1818	Master
ROGERS, William	Mass.	Aug. 24, 1819	Second Mate
COOLIDGE, Uriah, Jr.	Me.	Aug. 23, 1819	First Mate
WHITCOMB, John	Me.	Aug. 23, 1819	Second Mate
WEBSTER, John Adams (USN)	Md.	Nov. 22, 1819	Master
COSTIGAN, Francis J.	—	Dec. 4, 1819	Master
MATTHEWS, Benjamin (USN)	S. C.	Feb. 25, 1820	Master
MARSHALL, John	Md.	Feb. 25, 1820	First Mate
MARSHALL, Phillip	Md.	Feb. 25, 1820	Second Mate
TOWNSEND, Penn.	Mass.	March 24, 1820	Second Mate
ASKWITH, Wm. V.	Ga.	May 10, 1820	First Mate
KNIGHT, James B.	Ga.	May 10, 1820	Second Mate
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