

EARLY U.S. CUSTOMS RECORDS AND HISTORY

PORTSMOUTH, N. H.

Compiled, 1930-1932, by

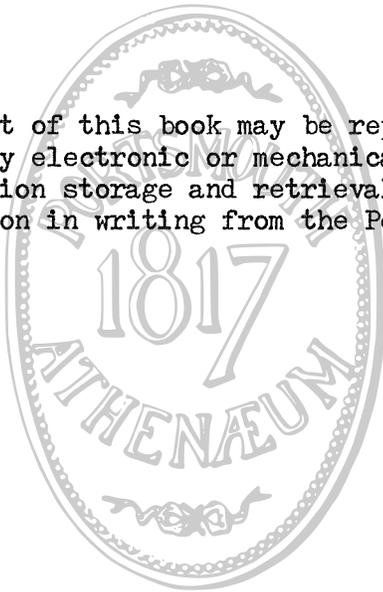
GEORGE A. NELSON
Deputy Collector of Customs

Volume I: Joseph Whipple: Life and Letters



PORTSMOUTH ATHENAEUM
1979

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The statistics and maritime history in the following pages were compiled, from 1930 to 1932, by George A. Nelson from early records of the United States Customs House at Portsmouth, N. H.

The Portsmouth Athenaeum acknowledges with gratitude the generosity of Wallace Nelson, his son, in allowing the original work to be studied and copies made.

--Portsmouth Athenaeum Library Committee

July, 1979

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Customs Office Has
Records of Port from
1789

P. M.

23 Jan 1 9 3 2

Interesting Historic
Documents at Federal
Building Here

Portsmouth Herald

Portsmouth

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What is undoubtedly the most complete set of maritime records to be found anywhere in this nation is located right here in Portsmouth, once one of the greatest seaports in the country. These historic documents are in the possession of the United States Customs Department at the Federal Building here.

During the past few days, Deputy Collector of Customs George A. Nelson has been engaged in fitting a special room for use as a record room. This is equipped with new steel book cases, allowing easy and quick access to any of these important documents.

The records of this part begin in 1789, not long after the Revolutionary War brought independence from Great Britain. The records tell of all ships entering and leaving the port of Portsmouth down through all the years to the present day.

The men who kept the records of the port in those olden days took great care with their work. It is very interesting to see the beautiful penmanship in which these records were made. The shaded script is as regular and clear as engraving.

The records up to the year 1819 are loose sheets

Records of Port from 1789 in Customs Office - Printed
Matter from the Portsmouth Herald - Cont'd Page 2

sewed together. After this year the records were kept in large leather-bound volumes. These records are of three kinds: the registers, dealing with foreign trade: the enrollment records, of all ships over twenty tons and the licence records.

Did you know that at one time Portsmouth was an authorized port of entry for aliens? More than 1500 foreign persons received their first sight of America at this port.

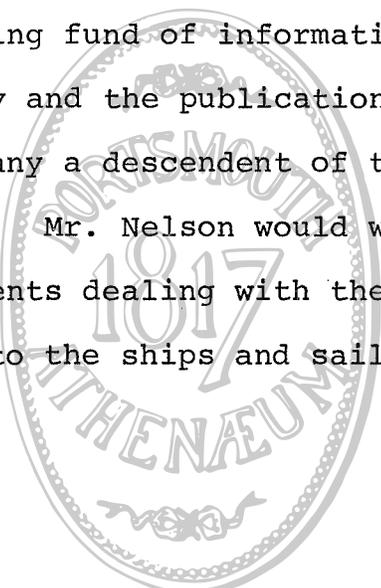
This city was designated a port of entry in 1820 and remained so until after the Civil War. Immigrants came here from Ireland, England, Scotland, Wales, Holland, Switzerland and Norway. Other countries were represented to a lesser extent. This was before the real start of the wave of immigration which came in later years. The records of entry of every alien during those years are among these valuable records.

The records of shipping of the port of York, Maine, between the years of 1789 and 1910 are also to be found here. In earlier times York was the home port of many fishing vessels, which would return from the Great Banks with holds filled to the deck with fish.

Deputy Nelson has been engaged, during spare time in the past two years, in a most interesting and important task. This is the writing of a book giving the

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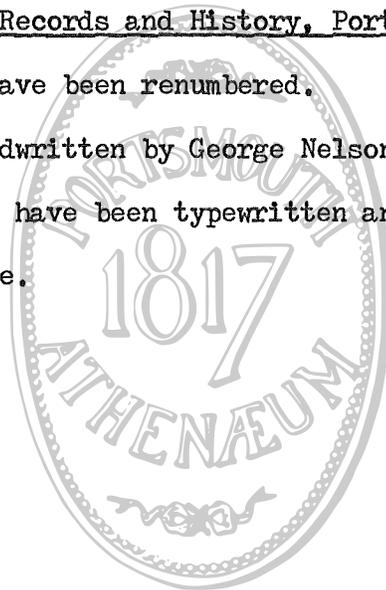
complete history of Portsmouth in maritime affairs. While the fame of Salem and Newburyport as ship-building centers and the renown of their vessels and sailors has been spread wide by many authors, but little is to be found upon the shipping of New Hampshire. At one time this port rivalled or even surpassed Salem as a seaport and ship-building center. Mr. Nelson has collected a most interesting fund of information about our old-time maritime glory and the publication of his book will be welcomed by many a descendent of those seamen of that long-ago time. Mr. Nelson would welcome the receipt of any old documents dealing with these matters and any information as to the ships and sailors of old Portsmouth.



Editor's Note

The reader or researcher is cautioned to note the fact that because of minor discrepancies in the pagination as well as the absence of a few pages in the original typewritten copy of Early U. S. Customs Records and History, Portsmouth, N.H., the pages of this copy have been renumbered.

Notes handwritten by George Nelson on the reverse of original pages have been typewritten and inserted in the proper sequence.



JOSEPH WHIPPLE,
HIS LIFE AND LETTERS.

It is not my intention to eulogize Joseph Whipple, nor to insist that he be given his proper place in New Hampshire's history; but to look thru Joseph's eyes at the incidents of his lifetime, to trace thru his letters and experiences the trials of the troublous days from 1773 to 1816.

Little is known about the early life of Joseph Whipple. The house where he was born February 14, 1737, still stands in Kittery, the domicile where he spent the years of his manhood and from which he was laid away, still remains, on State Street in this city:- between the two periods lie the unknown adventures of his youth and adolescence.

In imagination we can see him as a lad of 7 watching William Pepperell muster and lead away the group from Kittery who were to assist in the capture of Louisburg. We can go to church with him, accompanied by an armed guard to prevent ambushes by the Indians, and listen to the tread of the sentry outside, a welcome diversion from the monotony of the long sermons and prayers.

Cannot you picture Joseph as a youth of 10, witnessing the launching of the Ship of the Line AMERICA and isn't it possible that brother William, seven years older, received the inspiration to become a seafarer on this occasion ?

He probably received his education at Portsmouth and at an early age worked out an apprenticeship in the mercantile establishment of Nathaniel Carter at Newburyport. On reaching his majority, he went into business with his brother William, their store being on Spring Hill in Portsmouth.

Four years later, he married Hannah Billings, two years his senior.

With the approach of the Revolution, their business altho exceptionally successful, was dissolved. At that time, the attention of Portsmouth's citizens were turned to the northern part of the State. Settlements had been established along the Connecticut River nearly to the Canadian border but lack of roads had prevented travel into the interior.

If there had been a map of the State at that time, it would have shown a trunk road from Massachusetts to Manchester and Concord, one from Dover running south of Lake Winnepesaukee to Haverhill, New Hampshire and the third from Moultonboro thru Plymouth to Hanover. South of a line drawn from east to west thru Plymouth one would find many roads linking the various towns of southern New Hampshire but north, one would find only the one extending from Faverhill, N. H., to Lancaster, passable at certain seasons of the year only; the White Mountains being the barrier.

In 1772, a hunter discovered an Indian trail thru what is now Crawford Notch and soon after, a road was built from Portsmouth to Lancaster thru this notch opening up the country north of the mountains. On June 22, 1772, a grant was made of a tract of land called Dartmouth covering an area six ^{miles} ~~months~~ square to 57 persons. Realizing that an opportunity had presented itself, Joseph Whipple became its first settler.

It is difficult to understand the move. He was accustomed to a life of luxury, his mother having inherited much wealth from her father, Robert Cutts, a rich shipwright

of Kittery and the Whipples moved in the best social circles. But he proved himself well adapted to pioneering life. Soon after arrival, he built himself a two story dwelling, set up a sawmill and a grist mill and later, another saw mill and grist mill at Riverton on the western boundary of his territory. Within two years he had acquired for \$4000.00, 60 of the 72 shares and in 1796, he became sole owner of 25,000 acres known as Dartmouth. This great estate was divided by him into 100 acre lots, giving 50 acres to each settler, later selling the other 50 at \$1 or \$2 an acre or giving it to him outright.

Men of calibre were attracted to him. Probably the greatest character in early Jefferson history was Samuel Plaisted whom Joseph brought with him from Portsmouth. Samuel's son Harrison became Governor of Maine in 1858, his grandson Harrison, after being cited for gallant conduct and promoted to the rank of lieutenant colonel during the Civil War became Governor of the same State in 1880 and his great grandson Fred repeated in 1911.

Mention must be made of Deborah Vicker when Joseph Whipple engaged as a domestic in 1776 and thus bestowed on her the distinction of being the first white woman to go thru Crawford Notch. She married Levi Stalbird who also worked for Mr. Whipple. After the death of her husband, she became a doctor, having been taught by the Indians the value of the various herbs and roots. On horseback she traveled widely thru the mountain section and became dearly beloved by all. Granny Stalbird, as she was called, alleviated physical suffering wherever she went and must have taken care of the spiritual

needs for she carried a bible with her, the first in the section. She lived to be nearly a hundred and her death was a sad blow to her legion of friends.

It is difficult to relate the story of Joseph Whipple in Dartmouth without telling the story of Nancy, one of his domestics and the first white woman in Dartmouth, now Jefferson. She fell in love with one of the workmen and in 1778 went to Lancaster to purchase her trousseau leaving the balance of her savings with her fiance. Hearing in Lancaster that her lover was leaving with Mr. Whipple earlier than expected, she hastened back only to find that he had skipped with her money.

Knowing that a stop was always made at a hut in the notch, she decided to attempt to reach the place before they left. The men at home tried to dissuade her and even after she started, they felt certain that she would be forced to return due to the snow fall of the previous day but when darkness came and she was still away, they started after her.

Nancy was several miles ahead, leg weary and numb with the cold. Finally after going 22 miles she fell in crossing a brook but managed to reach ^{As} the bank. There she was found, sitting down with her head resting on her cane, frozen to death. Today, the brook, just south of Bemis, is known as Nancy Brook, its cascades as Nancy Cascades, the pond where the stream originates, Nancy Pond and the mountain down whose sides the Nancy flows, Nancy Mountain.

As for the faithless lover, he suffered great remorse which resulted in violent insanity and death.

Joseph Whipple proved to be the right man in the right place during the Revolution. He represented his district in the

New Hampshire legislature from 1776 to 1778; again in 1782, 1784 and 1785. The committee of safety relied upon him to protect the mountain region from Indian attacks, to distribute firearms, gunpowder, lead shot etc and to direct various military activities. From his stores, he supplied food and clothing for many scouting parties. He rounded up men who had deserted their farms and families in fear of Indian attacks. He himself was captured by the Redskins in 1781 but escaped.

In July, 1784, Joseph Whipple was one of a group including Dr. Belknap, the famous historian of Dover, Dr. Cutter and the Reverend Mr. Little who left Dover to carry on a scientific expedition up Mount Washington but Joseph and three others were the only ones to reach the top due to cloudy weather. Later, the party finding themselves at Colonel Whipple's Dartmouth home on a Sunday, allowed themselves to be persuaded to hold religious services in Mr. Whipple's barn. So on Sunday, July 27, 1784, the first church services were held in Dartmouth, now Jefferson, Dr. Belknap preaching to 30, the concluding prayer being uttered by Dr. Cutter. After the services, 8 children were baptised by Dr. Little.

In 1784, President Weare appointed Joseph Whipple a colonel of the 25th Regiment of Militia. Two years later, he was appointed Collector of Customs, being the first and only Collector while the customs service was under the control of the State. It was at this time, no doubt, that he returned to Portsmouth to live permanently altho he never lost his interest in Dartmouth as evidenced by the fact that in 1793 he requested the Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

legislature to incorporate Dartmouth and after a fight of three years, it was incorporated as Jefferson.

When the United States Government took over the Customs in 1789, Colonel Whipple, was made the first Collector. On the shoulders of the Collector of Customs were placed the responsibilities of collecting duties and tonnage taxes, of paying pensions, running the lighthouse and marine hospital, overseer of the fort, in fact the collection and disbursement of all federal moneys except that collected by the postoffice.

About six weeks after the inauguration of the Customs Service, Alexander Hamilton, Secretary of the Treasury, sent a circular letter to the Collectors asking for suggestions as to the proper conduct of the Service. Collector Whipple's reply dated October 29, 1789, was as follows:

"Your circular letter of the 2nd instant came to my hands the 24th. (It must have been three weeks in transit) I am fully sensible of the importance of collecting such information respecting the operation of the Revenue Laws as shall be the result of experience. I will avail myself of the liberal plans which you have adopted for obtaining the information by pointing out such defects and suggesting such improvements as experience shall authorize consistent with your directions- in doing of which I shall not be less influenced by inclination than by duty.

Respecting the use of boats in this district- they are indispensably necessary, without them no vessel can be boarded in passing the town of Portsmouth going up the river or that may come to anchor in the harbour. I am furnished at

present by borrowing or hiring as occasion requires. Two boats of the yawl construction with 4 or 6 oars and sprit sails would answer the purpose for the use of the river, one of them to be kept at Portsmouth and the other occasionally at New Castle, the cost of which would be 60 to 80 dollars each.

The harbour is convenient to enter at all times and in all kinds of weather, the shore is bold and the entrance narrow and vessels bound to other ports frequently enter it for shelter, therefore the greatest check to illicit practices within the harbour will be the Fort William and Mary by which no vessel was suffered to pass without producing a certificate from the Custom House of having duly cleared. There is no provision for this check by the Acts of Congress. It will therefore cease on the cession of the Fortress as indeed it hath already in effect.

Besides the boats mentioned for the use of the harbour, a vessel of a different construction will be necessary in the summer to ply in the bay between Cape Elizabeth and Cape Cod to examine fishing vessels passing to and from the Banks and coasters. - - - - - The central situation and safe entrance of this river renders it most eligible for the station of such a vessel which might extend its cruises from Nantucket to the eastern extremities of the U. S.- and there is no place in which one could be constructed better or at less expense than here.

I cannot from experience point out the inconveniences apprehended from the multiplicity of ports. This must principally appear among the ports farther eastwards. It has been thought by some that Newburyport and York should

have been included in this district as was the case before the Revolution. I cannot conceive of any advantage that could arise from their again being joined to it but I am convinced of the necessity of reannexing Kittery and Berwick to this port. They lay on the river opposite to this district and their connection in trade is althgether with it. Their vessels enter the same harbour and for a century past have belonged to the same port.

The port of York to which they are annexed being at a distance, they have it in their power to commit frauds and under pretense of entering at York, vessels bound to this port will pass to that side of the river and evade the payment of duties which the many creeks and coves and the shelter afforded by the islands will tend greatly to favor.

How far the restriction on Congress contained in the Constitution 'that vessels bound to or from one State shall not be obliged to enter, clear or pay duties in another' furnish objections to reannexing those two towns----- may be a question. It certainly cannot effect the interest or privileges of any State to enter and pay duties in another when the duties are appropriated to the general use of the United States."

The suggestion for a large vessel for patrol purposes must have had a great deal to do with the establishment of the Coast Guard in 1790 for probably the first revenue cutter was built on Badger Island and assigned to Portsmouth for the coastline from Newburyport to Eastport. And its master, Hopley Yeaton received Commission No. 1.

"It will naturally occur" wrote Collector Whipple to the
Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Secretary of the Treasury in the same year "that the first who are in the exercise of these offices will have the greatest difficulties to encounter, having unbeaten paths to explore and to reconcile a people accustomed to almost no laws but their will to strict observance of revenue laws which are generally in their nature obnoxious to such a people."

Were these officials well paid? Quoting from a letter written February 18, 1790; "It will appear by these calculations that the emoluments for the year will be :- to the Collector \$257, to the Naval Officer \$270 and to the Surveyor \$272." Less than \$25 a month and out of these sums, each officer had to furnish clerk hire, pay for stationery, fuel for heat etc.

On February 5, 1791, Colonel Whipple wrote "In the early times of the Revolution, it was not an uncommon thing to see services performed without reward and fortunes sacrificed to the great objects then in contemplation but at this period when necessity does not call for such sacrifices, when a peaceful and happy establishment is effected and a fortunate system of revenue established and improving, it will not be expected that those employed in the execution will be left without support. The office to which I am attached requires constant and diligent attention. It has my exertions that it shall be executed according to law. It will be needless for me to say after referring you to the statement enclosed, I am obliged to draw from other sources the greater part of my support."

This condition was never properly corrected for even as late as February 5, 1811, he again called the matter to the attention of the Secretary of the Treasury in a private letter.

"In my official letter to you of that date enclosing a statement of my emoluments, I alluded to the comparative amounts between the two last years and several years preceding. I take the liberty to remark to you in that communication that the emoluments of these two years do not defray half the usual expenditures of my family which of course must receive aid from my other resources. If the statements are submitted to the Committee of the House and their report considered as a criterion, I would observe to you that those members from this State who would probably be on such a committee are my political enemies who would crush me to atoms if in their power and all who possess my principles.

My patriotism forbids me to complain but permits me to state facts to you, willing at all times to submit to the exigencies that my country may demand and yield the whole of my services or even more should circumstances require it to support the Government and its administrators."

Joseph Whipple became superintendent of the lighthouse at New Castle when it was ceded by the State of New Hampshire to the United States Government in 1791, exactly 20 years after its building. The keeper appointed by the State, Titus Salter of Portsmouth, was retained by the federal government. And thus it devolved on Colonel Whipple the duty of having buoys and other aids to navigation placed in the most advantageous places. The present lighthouse at New Castle was built under his superintendency by Benjamin Gilman of Exeter in 1804.

With the lighthouse, New Hampshire ceded to the federal

government the fort on Great Island. On June, 1794, General Rochefontain arrived at Portsmouth to superintend the repair work on the fort under the agency of Collector Whipple. When completed, the fort had a wall on the northeast and west sides 8 feet high and 18 feet thick, composed of stone and sod resting on stone sunk to a depth of three feet. On the west side there was a brick wall slightly over 8 feet high and three feet thick with a strong double gate and an arched brick sally way. Inside the walls were a strong store or gunhouse of wood, 36 feet by 24 feet by 9 feet, a brick blockhouse of one story 33 feet by 30 feet and a brick parapet. Under the brick blockhouse was a magazine with a brick arch which with the cellar was cut out of solid stone.

The fort again became the subject of a letter in 1798 when war with France threatened. On June 12th, he wrote to the Secretary "I take the liberty to suggest to you the defenseless state of our harbour exposes the revenue of this district to loss and the trade to insult by privateers and other vessels of war which may infest our coast. The harbour being easy of access, such vessels may enter by day or night and there not being the smallest means of immediate defense, the towns of Kittery and New Castle are exposed to pillage as well as the vessels laying in the outer harbour where they frequently take shelter when bound to other districts as well as those destined for this port.

A return has been made to the Secretary of War of the fortifications erected by the United States. It may not be improper to observe that there are no guns provided for this

fortification. A number of cannon from 8 to 32 pounders are in the vicinity belonging to the State, none of which are mounted, the old carriages being entirely useless.

I conceived it to be my duty to make this representation to you tho not immediately connected with my office."

Soon after this letter was written, Collector Whipple was removed from office by a change of the political party in power. In this first application of the spoils system, every officeholder in Portsmouth lost his position. ~~In~~ ^{his} his letter of dismissal addressed to the Collector, ~~he~~ stated "To your integrity, zeal and intelligence as an officer, I could most cheerfully bear witness. But these are not called into question."

He was reappointed to the Collectorship in 1801 being one the few changes in personnel made by ^{Pres Jefferson} the President. In 1803, war was declared between England and France and both put privateers to sea to prey on neutral shipping and that of the enemy. In addition, the British ^{continued} began impressing American seamen.

Altho many American merchant ships were captured and confiscated, Portsmouth's foreign commerce was ever increasing, reaching the peak in 1806. In that year, collections amounted to \$224,000 of which \$90,000 was sent to the Treasury, approximately \$100,000 went for drawback on merchandise exported, pay of officers, operation of the revenue cutter etc and the balance added to the one of the previous year made a balance on hand amounted to \$150,000, \$20,000 being in cash.

Yet the losses caused by British and French privateers and the suffering and disgrace due to the many impressments made imperative that some measure ~~must~~ be sought to stop these

degradations. Probably the more exasperating of the two was impressment. For some years conditions in the British navy had become so bad that men could not be recruited. Press gangs swept the slum sections of English cities taking by force luckless victims who happened to be on the streets and forcing them to serve on British vessels of war. In addition, vessels at sea were stopped and British subjects abducted to serve in the British navy.

After the Revolution, impressment from American vessels became common. In 1796, Congress authorized the Collectors to issue protection certificates being a sworn statement of the citizenship of the holder but in many instances, no attention was paid to the protections and impressments continued despite the vigorous protest of the United States Government.

Can you imagine the suffering caused by this procedure? First there was the misery of the one impressed, secondly the anxiety of his relatives and friends and thirdly the overexertions of those forced to navigate their vessel with only a part of the crew. Many were impressed from this section; among them being Henry Stoodly, John Downing, William Iear, William Russell, George Witham and Robert Gunnison, all of Portsmouth.

~~depression~~. President Jefferson was a lover of peace and resorted to legislation, with which Joseph Whipple was in complete accord. In Mr. Whipple's will drawn up in 1805, he ordered that 5000 acres of his estate at Jefferson and 5000 more from his property at Bretton Woods be sold and the money used to establish an academy at Jefferson where stress was to be laid on natural history and agriculture ~~and~~ He requested "that such studies be pursued as tend to a love of peace and an aversion of war, and encouragement and continuance of a republican form of government as established by the constitution of the United States, wishing the experiment may be fairly tried for one century by the termination of which the practicability, I have no doubt, will be admitted provided the arts of peace are cherished and adopted and war discouraged and shunned."

In the first step, Congress passed the Embargo Act forbidding the transportation of goods to and from American ports. Thus at one stroke, the means of livelihood was taken away from the majority of men in the towns of New England and New York having access to the sea and profits were denied to those who had invested in maritime pursuits.

To ease the burden, permission was given in 1808 to persons having goods in foreign countries purchased before the passage of the Embargo Act to send vessels to bring home the merchandise. As a trip in ballast was unprofitable and as ⁱⁿ many instances their goods were no longer in existence, demands were made for authority to bring back the property of others but in vain.

In the same year, vessels were allowed to proceed coastwise with flour for those states not raising sufficient supplies for

their needs. To prevent fraud, certificates had to be procured from the Governors of the states needing supplies before vessels could obtain the cargoes from southern ports.

While the object of these changes were for the common good, the increased activity allowed fraudulent enterprise to spring up. In a short time, the conflict between law and order was on in full tilt with public sympathy actually on the side of the evaders.

Under the leadership of Collector Whipple, Portsmouth was the last to show opposition to the Embargo Law. On May 22nd, he wrote "I can with confidence assert my firm belief that no provisions of any kind have been shipped from this port for any district adjoining a foreign territory in excess of the quantity necessary for the families of the owners and navigators of the vessels from such districts. The traffic between this port and those of the district of Maine for an extent of 300 miles consists of an exchange of firewood and lumber brought from these ports and for which they receive money, stores and provisions never scarcely exceeding 2 or 3 barrels of flour and 30 to 40 bushels of Indian corn and these shipments have not been increased since the Embargo Laws took place."

Realizing that it was only a question of time before attempts would be made at Portsmouth to obtain the profits from law violations, plans were originated by the Collector to defeat them. The cutter was equipped with 12 cannon and the crew increased. Every vessel was stopped at the fort on their way out of Portsmouth Harbor and forced to show proof that permission to proceed had been given at the Portsmouth Custom House.

Some collectors applied to Mr. Whipple for help and he in
Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

turn placed their problems before higher authorities "It may not be improper" he wrote in a private letter to the Secretary of the Treasury "that I should state to you the operation and some of the effects of the Embargo Laws in this port and the vicinity. From this port, 7 vessels have proceeded on the application of merchants for property owned by them in the West Indies, three under the former permission and 4 under the latter terminating the 14th of August. This last extension appears to have excited much enterprise of a fraudulent nature but less has been attempted here than at our neighboring ports.

At Newburyport they exceed all bounds. At the request of the Collector of that port on the 9th of August I sent our cutter to that harbor to prevent the violation of the laws by four vessels that were preparing to sail at that time, two by permission and two others without, the two latter, on account of the cutter, abandoned their object (or suspended it). One of the permitted vessels relanded, it is said, what she had taken on board unlawfully and proceeded within the time limited. The other one fully loaded cleared coastwise for York, the next port to this easterly, landed part ~~coastwise~~ of her cargo, viz 85 hogsheads of fish and then proceeded with her permitted stores."

These last two vessels illustrate two favorite methods of violating the Embargo law. One had permission to sail foreign to pick up merchandise there belonging to the owner of the vessel but had smuggled on board a cargo when it was intended that she go ~~that cargo~~ in ballast. The other had obtained the right to carry a cargo coastwise to Maine but was intending to transport it to some foreign country.

From the small harbors such as Hampton and the Isles of Shoals, goods were being smuggled to Canada and the West Indies. To put a stop to these proceedings, Collector Whipple armed a boat which under the command of an Inspector patrolled the coast. While it may not have stopped all incidents, yet it did succeed in seizing 60 firkins of butter about to be put on board a vessel that had cleared Portsmouth empty.

In October, 1808, the Schooner LYDIA^{was} in Newburyport harbor, loading flour, butter and fish when the Portsmouth cutter appeared. The cargo was unladen and secretly carried to North Hampton where it was being reloaded in the night on the LYDIA now lying in a cove. This same armed vessel, informed of the incident by some loyal farmers, made the seizure.

A full year since the passage of the Embargo had now elapsed, a year in which the law had been openly flaunted and faithful officers hindered. Joseph Whipple's friends still remained loyal but the courts were unfriendly and he had to stand by helpless while case after case ^{was} ~~were~~ dismissed.

Other Collectors were not so energetic or resourceful due to their indifference, being out of harmony with the restriction then placed on shipping. At York, Collector Jeremiah Clark had, purposely or accidentally, lost control of the situation. Vessels engaged in trade in contravention of the law were using that port as a base, a fact well known in Portsmouth. The case of the RHODA brought on an investigation.

In December, 1808, the RHODA was in Portsmouth harbor awaiting clearance which was refused because the Collector believed that cargo was to be transferred to another vessel at sea for irregular

delivery. The cargo was then reloaded and the RHODA cleared in ballast for York. When the Collector discovered that the goods had been ferried across the river to Kittery and then transported by land to York, he sent the cutter to that place. She found the ^{RHODA} LYDIA at Cape Neddick and tied up near her. On the third night, the crew of the cutter discovered that the vessel had been loaded. Four of the crew were placed on board the ^{RHODA} ~~LYDIA~~ as a guard and one went to the Collector Whipple for help. Five sea captains volunteered their services but delayed by the deep snow, they didn't arrive at Cape Neddick until 1 A.M., when they found that the guard of four had been overcome and the ^{RHODA} LYDIA on its way.

In the investigation that followed, Collector WHIPPLE attempted to find out the names of the offenders but altho the Inspector from York knew at least some of them as he was on board just before they finished loading and when the vessel was taken from the customs officers, he claimed they were strangers.

The Collector notified the Secretary of the Treasury of his suspicions and grounds for them resulting in the removal from ~~of~~ office of Jeremiah Clark, Collector of Customs at York.

The Embargo Act was superceded on March 1, 1809, by the Nonintercourse Act which applied the restrictions of the Embargo Act to Great Britain and France only. Vessels were now allowed to clear with cargo on giving bond that the merchandise would be delivered at designated ports which were canceled on the presentation of certificates of delivery. Vessels were permitted to enter with their merchandise if ^{they were} ~~it was~~ from countries except Great Britain, France and their dependencies.

^{was} Canada thus cut off from her chief supply of cotton, flour
 Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

and other produce so the law violators turned their attention to that country. By land, cotton, pot ashes and flour were carried by vehicles from Massachusetts up the Connecticut River and then thru upper New Hampshire and Vermont into Canada. By sea, vessels took live cattle and flour to Passamaquoddy from whence they were smuggled across the river into Canada.

Another method of law evasion irked Collector Whipple. To avoid the exactness and acuteness of the Collector at Portsmouth, vessels with British or French goods would enter at York claiming that the goods were consigned to Kittery or Berwick, would unload at Kittery under the supervision of an inspector from York and later would move the shipment to Portsmouth. He bided his time, finally seizing a vessel that had gone thru this procedure knowing that in this particular instance that the goods were British. Again the court dismissed the case.

Perhaps the greatest infractions of the Nonintercourse law transpired at Passamaquoddy. In a letter to the Secretary of the Treasury dated January 20, 1810, he wrote "I will take the present occasion to state to you that since the repeal of the embargo act, and notwithstanding the Nonintercourse Act, large quantities of provisions have been passing eastwardly into this harbor on their way to Passamaquoddy. Several vessels also from this port have been loaded with

provisions destined for the same port. I received a letter from Eastport stating that on the 25th ultimo upwards of 50 head of cattle swam across the river to the Island Campobello- that it had been estimated 3000 had drove from the westward since the 1st. of September and passed over to the British territory- that in one day in December more than 20 sail of vessels had arrived there, having on board upward of 1000 barrels of flour and other provisions and naval stores- that vessels daily arrived at that port from more westerly ports with lumber, hay, cattle, beef and every specie od provisions. I considered it not improper to give you this information by which it will appear that a neighboring foreign province is becoming a repository for the produce of the United States."

Collector Whipple as a lover of peace had, as these letters have shown, worked worked feverishly for the preservation of peace. But as a patriot, he was called upon for another duty, to obtain a site for a fort to protect Portsmouth from pillage. On February 22, 1808, he wrote to the Secretary of the Treasury as follows:

"I had the honor to receive your letter of the 2nd instant and have in conjunction with Governor Langdon applied to Mr. Peirce on the subject of a purchase of a few ares on his island. He adheres to the price which he before named, viz \$750 an acre; this unreasonable price being more than four times its value, precludes further treaty with him on the subject. The terms required by the owner of Fort Sullivan is equally exceptionable.

I have delayed informing you the result of this application until I should be enabled to discover the proprietors of that high spot of ground called Fattery Hill on the Kittery side of

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

of the harbour on which works were erected in 1746 when a French squadron was expected on this coast. I find this ground was the confiscated estate of an absentee and was sold by Daniel Sewall of York who was appointed agent in that case. Judge Sewall writes me that on the sale of the land he reserved about two acres covering the site which now belongs to the State of Massachusetts. This spot, I conceive, would be ceded by that State for the purpose in question on application for it. Governor Langdon will write the Executive of Massachusetts, the result of which will be communicated to you."

This is the most elevated spot on the harbour having the command of every part below the island and the ships entering must run one mile in a line direct for it before they reach the present fort. Here might be erected a small but strong battery with few cannon at little expense and being on the main may be succored speedily on the sudden approach of an enemy which would be more difficult on an island. The site appears to be more eligible than any other and may be supported at less expense and the ground obtained probably without paying for it.

If the town of Portsmouth should ever be attacked for pillage or destruction, the approach to it would not be on the main channel which passes Peirce Island, no ship would venture on the rapid tide, but it would be by boats up Little Harbor or on the rear of the islands on the Kittery side which last would be prevented by the battery now proposed. Such attacks would be repelled at little expense by a few travelling pieces equipped for horses which might be moved from place to place with great celerity, might be sent suddenly to the seashore at Rye where an enemy

might land for pillage or to the western shore of Little Harbor. A provision of this kind with a few gunboats would, I conceive, be an effectual safeguard to the town and harbour. I have conversed with Governor Langdon on the plan of travelling artillery and he is fully of the opinion, considering the situation of our harbour and the neighboring shores that such means of defense would be preferable to an extensive permanent battery on Peirce Island."

The site was given to the Federal Government by the State of Massachusetts and fortified by the former.

On June 25, 1812, a week after the war was declared, Mr. Whipple wrote "It is understood an act has passed Congress that war should take place against Great Britain and that a public declaration may be expected here in a short time, an association of persons eager to avenge their country's wrongs and to avail themselves of an opportunity to obtain remuneration for their losses that have sustained, have solicited my application for commissions to authorize the equipment of privateers."

It was but natural that the American seamen should turn to privateering when war was declared for for 14 years, their vessels had been plundered and sunk by the nations of Europe and ^{they} had had no way to retaliate. Furthermore, they realized that the best services they could render their country were to cut off the foodstuffs the enemy would attempt to provide her armies on American soil and to assure their own nation a contact with the outside world regardless of blockade.

Critics of this method of warfare claim that it is just a little short of piracy. Before coming to this conclusion,

one must bear in mind these three differences. First, the pirates took as their victims vessels of all nations while the privateer confined his activities to the merchant marine of the enemy who fully knew the chances they were taking when they put to sea. The second, the pirates treated their captives with extreme cruelty in the majority of cases whereas the privateer used utmost humaneness. The third, the pirate made his own laws while the privateer followed the laws and regulations laid down by his Government.

And what were the results? At a meeting of the merchants, manufacturers, shipowners and underwriters of the city of Glasgow in 1814 unanimously resolved that the number of American privateers with which our channels have been infested, the audacity with which they approached our coasts and the success with which their enterprise has been attended, humbling to our pride and discreditable to the directions of the naval power of the British nation whose flag, till of late, waved over every sea and triumphed over every rival. That there is reason to believe that in the short space of less than 24 months, above 800 vessels have been captured by that power whose maritime strength we have hitherto impolitically held in contempt."

There is not time to go into Portsmouth's part, brilliant as it was, but translated into dollars and cents for the two years of 1813 and 1814, it showed that the auction sale value of the vessels and goods captured by New Hampshire privateers amounted to \$3,000,000, the duties on which allowed the Collector to pay all salaries, operate the cutter, take care of all incidentals and send \$187,000 to Washington.

So if there any Portsmouth families whose fortunes were built on investments in privateers, let them glory in the fact that their forebears rendered a genuine service to the country at a time of need.

In the midst of the war, Portsmouth was visited with its third serious fire. On Sunday, November 26, 1802, fire starting in Market Square burned 132 buildings including the Custom House then located at Market Street, the total loss being \$200,000. On Wednesday, December 24, 1806, 14 buildings including St. Johns Church were burned at a loss of \$70,000. And on Wednesday, December 22, 1813, a fire started in a barn situated where the Stone Church now stands and burned north and east to the Piscataqua River, destroying 241 buildings valued at \$300,000. Let Joseph Whipple describe this 1813 conflagration.

A letter dated December 23, 1813 to William Jones:
 "With heartfelt regret I announce to you the most terrible catastrophe which has taken place in this town, the public interest affected by it renders it a duty incumbent on me to trouble you with a hasty the partial detail of it. At half past 7 o'clock last evening, a fire broke out about 200 yards from the Custom House and to the windward of it, my house being about the same distance from it.

On the first call of fire my attention was paid to the saving of public property but in the act of doing it, I was driven out by the fire. I was fortunate in saving about one-half of the public papers and those most valuable.

All the houses on Buck Street of more than 400 yards in length, one half of Daniels Street of about the same

extent and a considerable part of three more shared the same fate with six cross streets containing more than 100 yards each; a more particular account I cannot give you as the means of saving property still occupies the exertion of every citizen."

Nearly two months later, on February 18, 1814, he wrote "I now state that my delay of these accounts was occasioned by the loss of many of the papers and vouchers which were consumed by fire on the 22nd of December as mentioned in a former letter. On the first alarm of fire which broke out between my building and the Custom House in an angular direction and equidistant from each. Doubtful which course the wind would point, I proceeded immediately to my office taking with me some bags for the purpose of securing my books and papers. I pushed the most valuable into a trunk of which I had the key and filled the bags with those first coming to hand and directed them with the trunk to places of safety, proceeding myself with some of them. Returning again to my office with a further supply of bags, I found it enveloped in flames and tho I entered the building and ascended the stairs, the only avenue to my office, the flames gushed in at me and I was forced to retreat instantly. I flattered myself for some time that the trunk was safe as several of the sacks of papers carried to different places thru mistakes of those who assisted me were returned to me after the fire. Eight weeks having now elapsed, I have little hope of recovering the papers contained in the trunk, amongst which were 26 impost bonds amounting to \$13,190.

The hardships caused by the fire was deepened by the blockade of the New England ports maintained by the British altho only

fairly effective. On January 28, 1814, the Collector wrote to the Secretary of the Treasury "The situation of the towns between Cape Cod and Eastport calls for the devises of some remedy. The ports from Portsmouth to Postoh inclusive are in a suffering condition for the want of fuel, lime and lumber, this place in a manner having lost their winter stock of wood by the late conflagration and their great and immediate want of lime which they receive from Thomaston renders their situation more peculiarly distressing than perhaps any other town on this coast. In like manner the eastern ports having been accustomed to exchange their wood, lime and lumber with these more westerly ports in New England for corn, and every small necessary are reduced to great distress as they have represented to me."

The joyous news of peace with Great Britain which brought an end to these conditions in 1815 was soon followed by the death of Joseph Whipple at 78. Even in his death he showed his love for New Hampshire as in his lifetime he had for his country, for in his will he left a provision for the encouragement of diversified industry in this State. It is a matter of extreme regret that there were no heirs as a result of his happy marriage of 46 years with Hannah Billings. It is to be regretted too that no champion has impressed upon the succeeding generations the values of the services rendered by this peacetime hero. So let us whenever we ponder the name of WHIPPLE, think not only of William Whipple, great as he was, but also consider JOSEPH WHIPPLE, the unheralded and the unsung.

INTRODUCTION.

Before the days of the typewriter, before the time of the letter presses, duplicates of letters were written into copy books. These copy books, as well as the originals are difficult to read due to the extremely long sentences, lack of paragraphs, incorrect spelling, punctuation and misuse of capital letters. These errors should not reflect too greatly on the author for the copies may have been made by a clerk and may not have appeared in the originals.

The letters of the early collectors of customs give an accurate picture of the services they performed and in addition the ordinary happenings of the day now matters of historical importance. A person with ability to read between the lines will find the human side to the life of the times. For these, these letters have been copied and to them this work is dedicated.

LETTERS WRITTEN BY JOSEPH WHIPPLE?

COLLECTOR OF CUSTOMS, 1789-1798.

To Alexander Hamilton, Sec. of the Treas. Oct. 29, 1789.

Your circular letter of the 2d Instant came to my hands the 24th- I am fully sensible of the importance of collecting such information respecting the operation of the Revenue Laws as shall be the result of experience- I will avail myself of the liberal plan which you have adopted for obtaining the information by pointing out such defects and Suggesting such improvements as experience shall authorize consistant with your directions,-in doing of which I shall not be less influenced by inclination than by duty.

Respecting the use of Boats in this district-they are indispensably necessary, without them no Vessel can be boarded in passing the town of Portsmouth going up the river or that may come to anchor in the River, in the Harbour below the Town, or in the Bay without the Harbour. I am furnished at present by borrowing or hiring as occasion requires. Two Boats of the Common Yawl Construction with 4 or 6 Oars and Sprut Sails would answer the purpose for the use of the River, one of them to be kept at Portsmouth and the other occasionally at New Castle, the cost of which would be 60 to 80 Dollars each. The Harbour is convenient to enter at all times and in all Kinds of weather, the Shore is bold and the entrance narrow and Vessels bound to other ports frequently enter it for Shelter, therefore the greatest check to illicit practices within the Harbour will be the Fort William and Mary by which no Vessel was Suffered heretofore to pass without

producing a certificate from the Custom House of having duly cleared. There is no provision for this Check by the Acts of Congress, it will therefore cease on the Cession of this Fortress as indeed it hath already to effect. Besides the Boats mentioned for the use of the harbour a Vessel of a different construction will be necessary in the Summer to ply in the Bay between Cape Elizabeth and Cape Cod to examine fishing vessels passing to and from the Banks and Coasters. This vessel would be the most effectual to the mischiefs to be apprehended from the unfortunate adoption of the plan for favouring Coasting and Fishing Vessels under 20 tons contained in the 22nd Sec. of the Act for registering etc and the extention of those exemptions to Vessels under 50 tons by a Subsequent and additional Act. It is from these licensed and exempted Vessels that the greatest mischiefs are to be feared. The bonds given will avail but little in preventing illicit Trade when they are to run a Year without reporting. And though they will be sometimes discovered, there will be an hundred instances of their escape to a single detection. and the Bondsmen will seldom be worth the penalty in which they are bound. The Central Situation and safe entrance of this River renders it the most eligible for the station of such a vessel which might extend its course from Nantucket to the eastern extremities of the United States and there is no place in which one could be constructed better or at less expence than this.

I cannt from experience point out the inconveniences apprehended from the Multiplicity of Ports, this must principally appear among the ports farther eastward. It has been thought by some that Newburyport and York should have been included in this district,

as was the case before the Revolution. I cannot conceive of any advantage that could arise from their being again joined to it but I am convinced of the necessity of reannexing Kittery and Berwick to this port. They lay on the River directly opposite to this District and their connection in trade is altogether with it, their Vessels enter the same Harbour and for a Century past have belonged to the same port. The port of York to which they are annexed being at a distance they have it in their power to commit frauds and under pretence of entering at York, Vessels bound to this port will pass to that Side of the River and evade the payment of duties which the many Creeks and Coves and the Shelter afforded by the Islands will tend greatly to favour. How far the restrictions on Congress contained in the Constitution "that Vessels bound to or from one State shall not be obliged to enter, clear or pay duties in another" furnish objections to reannexing those Two Towns (which are in Massachusetts) to this district tho' every man in them (now they are disposed to be honest) wish it, or whether this restriction considered the appropriation of such duties to the use of the same States in which they were raised may be a question. It certainly cannot effect the interest or priviledges of any State to enter and pay duties in another when the duties are appropriated to the general use of United States.

The present method of calculating the Tonnage of Vessels is a Subject of complaint with the Merchants, these complaints are not without grounds and they come from those who are firm friends to the Revenue Laws and to the Federal System. The Method of measuring

established by the Act not allowing for the rake of the Stern causes

an increase of Measure on the Carpenter Tonnage of 5 to 10 Tons and is also greater than the British Tonnage.

The principal objections to this mode is that it operates to their disadvantage in Foreign Countries where duties on Tonnage are required. The form of the Weekly returns directed to be rendered States the same to be the Return of Monies received and paid. The ? in the form appears to include the whole of the duties adjusted for the week as it Specifies the Balance to consist as well of Bonds payable at various periods as of Money and Notes in this case new calculations of time must be made Weekly on each Bond as the term of payment Shortens. If I have wrong conceptions of this Statement please to inform me. In the meantime I will Render the Bonds with the time payable from their dates only. In my Weekly Accounts hitherto transmitted in conformity with your directions of the 22 September I have entered the sums only that were Received and paid within the Week intending to enter the payments of Bonds as they should fall due and be paid.

I am happy to find that my practice in refusing to allow any part of the discount for prompt payment of duties on partial payments after Bonds given coincides with your opinion and the directions contained in your Letter of the 6th Inst on this allowance for prompt pay on the excess of 50 Dollars some have contended that this could not be the intention of Law which if so must be fallacious and delusive or that it must be meant that 50 Dollars should in all cases be paid. Perhaps the latter might have been intended but the Letter of the law is so explicit that I can do no other than admit of Bonds for any sum when the duties exceeded 50 Dollars and to allow the discount on payment on the excess only of that

sum. As it seems there are Clauses in the Laws which admit of different constructions I shall ask the Liberty to request your opinion when they occur. These questions may sometimes appear trivial but they are of Consequence to an officer who hath many opposing opinions to contend with which I beg may be the apology when they shall come from me. I have the Honour to be etc. etc.

To Alexander Hamilton, Sec. of the Treas. Nov. 26, 1789.

- - - - - The propriety of measuring Foreign Vessels that have registers has been a matter of question with some persons, and the Collectors in some ports, I have been informed, conceiving that the British Registers are registered to the extent without adverting to the different modes of admeasurement have received the Tonnage by such Registers. Conceiving that one rule must be observed for ascertaining the Tonnage of Vessels and perceiving on the appearance of the Tonnage Act that there would be considerable difference by the different modes of measuring I have thought proper to measure British Vessels. I have now one in this port registered 165 tons that measures 184 and another measuring 256 that is registered 238. A Circular direction respecting this matter would produce a conformity in the practice and would relieve those that are doubtful on this point. I beg to be favoured with your opinion for my government.

I request also your opinion whither Vessels arriving from a foreign port, entering and paying tonnage and impost duties and proceeding to another port, shall again pay Tonnage and foreign fees not being duly qualified as a Coaster by License or whether such qualifications would be proper for a single Coasting Voyage

with or without a previous payment of tonnage notwithstanding its having been paid on her foreign entry at the first port, or whether a Vessel proceeding Coastwise, say from New Hampshire to Virginia with design to load tobacco for Europe shall pay Tonnage and foreign fees in Virginia. I have the honour etc.etc.

?

Dec. 19, 1789.

Your letter of the 15th October inclosing queries Concerning the Navigation of the Several States remains to be answered. In hopes of obtaining other information than what had fallen under my own observation prevented an earlier answer. The enquiries that I have had opportunities of making have furnished but little addit addition. I now inclose answers to those queries on some of which I shall here enlarge presuming that it will not be unacceptyable to you should I not confine myself precisely to the queries in extending the answers in this letter.

The timber and plank are the only materials which are products of the State of which our Vessels are at present constructed. The Hemp, cordage, and Sail Cloth are imported from Europe chiefly via Boston or other ports out of the State, Iron from Philadelphia, Pitch, Turpentine and Tar from Carolina. Hemp and Flax may be raised in N.H. in great quantities and iron ore is found in great plenty and some Iron works are erected but for want of due encouragement for raising and manufacturing those articles we are still importers of them. Any article of which a Ship is constructed might be produced in the State and the Manufacture of Sail Cloth is now attempting. Our Vessels have had the character of induring but a few years. This was truly experienced before the late war.

Contracts were made for many Vessels which were generally sold in Europe after the first voyage. These contracts were for short terms and the vessels hurried off the stocks in three or four months from the felling of the timber in the forrest of which they were constructed, Experience hath evinced the ill consequence of this practice and greater attention is now paid in Seasoning the Timber as well as constructing the Vessels but our Ship builders are not possessed of Capitals sufficient to lay in a Stock of Timber so as to have it properly Seasoned, though they appear fully sensible of the importance of it. The practice of Some builders of keeping their timber in Wet Docks (of Salt Water) facilitates its seasoning is of great advantage to it, Was it to be continued one year in this water and have a proper time for seasoning afterwards, it would add many years to the duration of our Ships. By this means the sap or liquid part of the Wood is extracted while the timber is green. The Timber thus freed of its natural juices imbibes the Waters of the Sea or is exchanged for them which in this river is highly charged with the salts of that element. The Timber and Plank being then drawn upon the land and seasoned or dryed in the air to effect which another year should be employed, the Water is discharged by evaporation and the Salts remain which must tend to the preservation of the wood.

In England great attention is paid to the season of the year for falling their timber which generally lay several years in the Timber dealers lands before it is employed in Ship building to which may be ascribed the great durability of their Ships.

The want of any regular establishments of trade or employment for ships has discouraged Ship building in this State. Formerly

30 to 40 Sail of Vessels of 200 to 300 tons were built in a year.

They found freight of Sugar and other produce among the west Indian Islands for England and also tobacco, Rice and Naval Stores from Carolina and Virginia. These freights were profitable. The Latter Voyages might still be performed to the material advantage of the States connected as well as the U. States. N.H. Could furnish 20 to 30 sail of vessels which might be gradually increased to a great Number/ Seven eights of the produce of New Hamp. that is exported, viz. Pot ashes, Flaxseed and provisions, pass by land to ports in Massachusetts where it is sold to Merchants and Traders who export such produce and full that portion of the foreign goods consumed in this State are purchased in Mass or imported thru it. This is owing to the great losses sustained by our Merchants in the Late War (almost the total of there personal property) which has rendered them unable to avail themselves of the advantages that the produce of their own State and the consumption of foreign articles in it often (?) for trade. Their ability therefore to force any trade is prevented and their spirit of enterprise checked but they are now gradually emerging from this depressed State of their Mercantile concerns which will undoubtly have the aid of Legislative Wisdom wich the Constitution provides for. Our Harbour is as well calaulated for Navigation and our River for ship building as any perhaps in the United States which the genius of our people also favours.

It will give me great pleasure, Sir, to obtain and

communicate when in my power every information that shall promote the establishment of any System beneficial to the public or that shall contribute to the permanency of a constitution of government in which the happiness of this extensive country depends/
 Questiond concerning the Navigation of the Several States and Foreign Nations to which answers are requested.

Answered from New Hampshire.

1. What is the construction of the Vessels built in your State, and in those foreign Countries that trade with you (particularly Great Britain, the United Netherlands, Denmark and Sweden) as it respects their capacity for carrying and sailing.

Answer.

Vessels of New Hampshire performing foreign Voyages are of the burthen of 70 to 300 tons, are rigged Ships, Brigs, Snows, Sloops and Schooners chiefly the two former. They are commonly fast Sailing Vessels for merchantmen but are not so sharp as french nor as burthensome as British Vessels. The little trade to this State with foreigners is chiefly confined to British Vessels of 150 to 300 tons burthen who arrive in Ballast and Load with Lumber (a general term given here to all our products of wood when in a raw or unmanufactured State, viz., Pine and Oak Boards, plank and timber, staves, hoops, Shingles etc) for their Sugar Islands. Of these we have not more than 8 or 10 sail in a year and a few Small Vessels from Nova Scotia for provisions.

2. What is the original cost where they are built including Hull rigging and Apparel ?

Answer.

Two decked vessels of about 200 tons burthen cost here about 25

Dollars per ton, a larger ship would cost more and a smaller Vessel rather less. English Vessels constructed in the same manner cost in various parts of England 8 to £14 Sterling per ton

A Vessel in N.H. will cost say 200 tons	2400
Iron and Smith works	800
Cordage, canvas, Rigging, Sailmaker, Blacksmith	1200
Joyner, Carver, extra clothing	<u>600</u>
200 tons at 25 or	\$5000

This calculation tho not minutely divided is in the main nearly the cost which may vary according to the equipment 2 to 4 Dollars per ton.

3. What is the quality of the materials of which they are made and their usual duration ?

Answer. The Timber and out side plank of N. Hamp. Vessels are of white oak, sometimes the sailing plank is of oak of an inferior quality. Thr deck plank and masts are of white pine/ The yards and top masts of spruce. A Vessel well constructed of seasoned white oak will last 20 to 25 years or more but thru want of attention to the due seasoning of the timber they frequently fail in 10 or 12 years. British Vessels trading here are also constructed of white oak with a mixture of elm for their bottom timbers and plank from some parts of England. They are more durable than American Vessels which is principally owing to their materials being well seaoned and the Ships well banded after they are built.

4. What number of Voyages do they commonly perform in a year to and from your State, either directly or circuitously; and what is the nature of those Voyages ?

Answer. N. Hampshire Vessels trade 1st to the West Indies and other Settlements of the Dutch and French Nations with Lumber, Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

some Fish and Beef, whence they return with the produce of those Settlements chiefly Mollases and Rum which they carry frequently to Carolina, Phila, or Boston for a market. 2 to 3 of these Voyages are performed in the year. 2nd They Proceed from the West Indies with the proceeds of their Lumber cargo for Virginia or Carolina where they take freights for Europe and return in Ballast or with Salt on which Voyages they are employed 8 to 10 months. 3rd, They perform Voyages to England, Scotland, Ireland, and France with Lumber Cargoes, Some Flaxseed and Pottash and return in Ballast or with Salt. 4thly Some have gone in Ballast for Carolina and Virginia and Load with Rice or Tobacco for Europe, but the preference given to British Vessels or the power of British Factors to engross Tobacco and other produce of those States renders these Voyages uncertain and they are seldom attempted at present.

5. By what number of Seamen or proportion to their burthen are they comonly Navigated ?

Answer. About 5 hands to every hundred tons or 20 tons to a Man, Office Officers included. British Vessels require 2 hands more and French 2 to 3 for every 100 tons.

6. What is the ~~Nxtionality~~ customary pay and subsistence of the Masters and Mariners employed in them?

Answer. A Masters pay is 10 to 12 Dollars per Month, a Mates 10 Dollars, an able seaman 7 Dollars. When a Vessel is consigned to a Factor abroad or has a Supercargo the Masters pay is greater according to the Nature of the Voyage 12 to 16 Dollars. A Masters Subsistence abroad when the Vessel is consigned to a Factor is 2/6 to 4/shg. per day and Ships provisions which is Beef and Bread, quantity unlimited the Value of which is about 4 Dollars per man per

month. Cabin Stores as the Master and Seamen fancy are furnished by themselves respectively. Sometimes the Master is furnished with some kinds of Cabin Stores as liquors etc by the owner gratuitously and of late it has been practiced to allow Sailors Coffee Tea and Sugar which is growing into a Custom.

7. What privilege or Emolument do those Masters and Marriners enjoy besides their Pay and subsistence ?

Answer. A Masters commission on Sales of Cargo when consigned to him is 5%, privileges according to the burthen of the vessel and the disposition of the owner, the libery of carrying on outward bound Voya e 2 to 4M feel Boards and 20 to 100 quintels Fish on the Cabbin or the Cabbin Wholly, the Mate a fourth part of that privilege. A Sailor may carry 4 to 8 quintels Fish, their Privilege on homeward passage is unlimited as the Vessels return not one fourth part loaded or in Ballast.

To Alexander Hamilton

Jan. 27, 1790.

In compliance with your request to forward all Laws in force which relate to the System of Taxation in this State, I have applied to the proper Offices to procure them. The dispersed State and irregular arrangements of the Laws rendered it necessary that I should search the various Law Books that had been printed and also to examine files lodged in offices remote from this Town that had never been in print, which hath occasioned delay. At the close of my researches, I have found the laws now enclosed entitled an Act to establish and equitable method of Making Rates of Taxes. This Act comprehends in substance the many that I have examined, repealing some of them. I therefore omit sending any other to that effect. I also enclose an Act for making and establishing

a new proportion of the Public Taxes. It is the practice in this State to pass an Act similar to this every 4th year. They are founded on the new Value newly taken of all Estates at those periods.

I have also enclosed some Acts relative to the Revenue and the Regulation of Commerce which escaped my attention when I forwarded the Impost and Excise Laws. I have passed over all temporary & Local or proprietary Laws conceiving them to be without the limits of your directions and not applicable to any purposes for which you request these laws.

The fees in the Act for establishing the Naval Officer (no.5) were in paper money in a depreciated State and after the circulation of that medium ceased, they were reduced to specie at 6/ per dollar as in the Manuscript list annexed to the Act. Those fees wholly taken by the Naval Officer were much lower than the fees received before the Revolution but they amounted to a third part more than the fees now established by Law for the Collector and Naval Officer together. The same Officer received also 5% on all powder money and light money collected by him whether paid into the Treasury or paid in disbursements for the Light or Fort to which they were respectively appropriated. Of the insufficiency of the present establishment of the Collector and the Naval Officer in this port, conceiving it to be my duty. I will make some observations when I shall have dispatched the public accoynts that are due from my office.

I have the honour to be etc etc.

To N. Eveleigh, Comptroller of the Treas.

Feb/ 4, 1790.

- - - - It appears by the forms that separate accounts of the

Joseph Whipple.

expenses of Revenue Boats should be kept. - - - - -

To Henry Knox, Sec. of the Dept. War

Feb. 7, 1790.

I am honored with your Letter of the 29th Jan., respecting the payments to be made the Invalid Pentioners, together with the Secretary of the Treasurys directions on the same subjects. On the receipt of the proper evidence of the respective claims of the said pentioners and the arrivals of the periods of payments every attention shall be paid to the business which it shall require.

I have the honour to be etc etc.

To Alexander Hamilton, Sec. Treas.

Feb. 18, 1790.

In my letter of 27 Jany., I mentioned my intention of making some observations on the insufficiency of the feew as now established by Law for the support of the officers of the Customs in this District. I am glad to find that any apology for such observations is unnecessary by its having become an official duty in consequence of your Circular Letter dated the 20 January since received. In obedience therefore to your directions I have enclosed a Statement of t the emoluments that have accrued to the officers respectively to the 1st of January; in executing thy order I have pursued the plan that had suggested itself to me before the receipt of your letter.

This statement shows the amount at the period directed by you (of Jan. 1st) and is extended to the 11th Feb'y including the term of 6 months. I have continued the same by Calculation ~~that~~ the emoluments to the term of one Year which I have done with as much accuracy as possible. It will appear by this Calculation that the Emoluments for the Year will be, to the Collector 257 Dollars, to the Naval Officer 270 Dollars and to the Surveyor 272 Dollars. There

are several articles of deduction which might with great propriety be made but as there are no absolute dependence for a precise sum on Calculations, they are omitted

The method which I have taken to state the amount of these emoluments I conceived to be the most proper because it presented at one view the Services performed and the rewards received for them. It also places in view my construction of the Law for receiving those fees which I find by your letter of the 30 November has been differently construed. If I have erred in this instance by my construction of the Law, I request to be favoured with your instructions.

The Statement inclosed might alone perhaps answer the purposes required by your direction but as there are some circumstances peculiar to this port which may not immediately occur to you from a view of the statement, I will by your permission detain your attention a moment longer upon it.

Upon some occasion heretofore I have mentioned to you the effect that the late war had on the merchantile interest of this State that of turning the channels of business both of exports and imports thru the State of Massachusetts;- of our exports the most valuable part, viz Pot and Pearl Ashes, Flaxseed and Provisions. Lumber which is the least valuable is almost the only article exported. The cargoes of this article amount to very inconsiderable sums and small as they are a considerable proportion of their Sales at Market are remitted to Europe for the payment of manufactures of that Country which are imported VIA BOSTON so that the Value of the Cargoes which return to this port are very small in their amount for which reason a commission of 1% allowed the Collector on the amount of the New Hampshire duties paid into the Treasury will be but a small addition

to the fees as now established and the emoluments to the Naval Officer and Collector arising from the fees on bonds and permits are proportionately small as the goods arriving in those Vessels are generally one consignment. No Vessel is regularly employed in the Lumber Trade or any other with a plurality of consignments, therefore the emoluments are small in proportion to the Vessels owned in the district.

The services incident to the respective offices (?) it is scarcely necessary to make any remarks upon. The Amount of the services of the Collector are various in different ports. In those ports where much business is done, it must require greater assistance;- of this I can say that the public business has required my constant and arduous Service with the assistance of a clerk a considerable part of the time and would not admit of any attention to my private affairs.

The Naval Officers Services has had his unremitting attention for a greater portion of his time than any person ought to attend business. The Surveyor has also been attentive to that part of Duty assigned him and tho his fees in proportion to Services are the greatest, yet they are far short of that support which is necessary for an Officer in his station.

On the first view of the Rates of fees, I was sensible of their insufficiency but from a full confidence in the intentions of Congress that adequate rewards should attend Services, I could not doubt of their making such additions as should appear reasonable on an investigation, which doubt not will extend as well to past as to future services.

Your anticipating the applications of the Officers of the Customs by your attention to that part of the public interest which

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materially respects those officers amidst others more important claim their thanks. I have the honour to be etc etc.

Hon. Henry Knox, Sec. of War.

March 23, 1790.

I duly received your letter of the 6th instant directing the payment of 375 Dollars to the Brigadier General James Reed for the first moiety of one years pension Commencing the 5 March, 1789 and the addition of his name to the list before inclosed to me of the Invaill Pensioners.

General Reed applied to me unfortunately a few days before your letter came to hand. On the receipt of which I wrote him that I was authorized to make his payment. He lives one hundred miles from here.

I have been applied to in behalf of several others who I apprehend are in the same predicament with Gen. Reed of not having their names on the list transmitted me.

I find that several of the Pensioners have been paid by the State to the 31 July, 1789, which comprehend nearly 5 months of the term for which they are entitled to payment by the Act of Congress. I have deferred paying these till I shall receive your directions respecting them. It appeared to me they would be entitled to their 2nd moiety and probably the whole unpaid term between the 4 March, 1789 and the 5th March, 1790, which I encouraged them to hope for. I have the honour to be etc etc.

To Alexander Hamilton, Sec. of the Treas.

May 10, 1790.

- - - - - Your letter of the soth January last directed
 payments to Invaill Pensioners per warrant Sec. War 1662.33 1/3
 toy which was added for Gen. Reed 375.00

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? ?

June 14, 1790.

I am favoured with your letter of the 1st Instant which mentions a copy of the Act for the establishment of Lighthouses, Beacons, Buoys and Public Piers to be therewith sent. This Act was omitted to be enclosed with your letter and as I conceive a knowledge of its contents essential to my understanding perfectly the business which is required by it, I shall only observe at present that the Legislature of this State at their last Session thought proper to postpone the decision on a motion for the Cession of Fort William and Mary and the Lighthouse to the United States. This matter will probably be taken up at the Session now holding at Concord as was intended at the time of postponement. I am informed that the care and support of the Fort and Lighthouse was let out by Contract for a limited time which will not terminate till some time after the 15th of August next. The establishment of Soldiers previous to this Contract was withdrawn.

I have the honour to be etc etc.

to Alexander Hamilton, Sec. of Treas.

July 23, 1790.

I have delayed to answer your favor of the 21st June in expectation that I should be enabled to inform the motives which induced the Legislature again to negative a motion for the Cession of the Lighthouse.

I am informed that the House of Representatives rejected the report of the Committee for ceding the Lighthouse and 3 acres of Land which includes the ground occupied for a parade and platform to the fortress Wm and MARY but voted to cede the Lighthouse with one fourth of an acre of Land (which takes in a point of rocks near the fort) This vote was in the Senate negatived. The grounds on which this branch of the Legislature acted I could not learn, not having seen any

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of the Members, nor the President of the State who presided in the Senate and to whom I have written on the subject.

As the matter is now circumstanced be pleased to give me your further directions respecting the payment or the offer of payment for the Year directed by the Act of Congress. The present Contract made by the State for the Support of the Lighthouse for one year (which commenced in February last) was £175 or 583 Dollars. The person who supplied the light prior to the Contract and since the 15th of August last is now in advance 90 Dollars which he expects from the United States and his estimate for a years expence was only 300 Dollars including the pay of a Soldier who attended the light. I am Very Respectfully etc etc.

To Hon. Henry Knox, Sec. of War

August 14, 1790.

In your letter of the 22 May last year you suggested the probability of the death of Several of the Invalids whose names are on the list transmitted to me the 9th of February last and directed me to obtain and transmit to you information respecting this fact.

In conformity with the directions, I have taken much pains to acquire this information and by advertizements in the public papers and other means to call up all who have a legal claim to the pension but there are still remaining eleven of the Number contained in the list submitted who have not applied for the first and twelve who have not applied for the first second moiety of their annual pension. I have inclosed a list of those who have made application and received them, to which is annexed the amount paid to each. I have also aded Columns for the date of Payment which will show the diversity and uncertainty of the time of their applications.

I have no information of the death of any of these pensioners and

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by ~~their continuing~~ weekly to apply, I have no reason to believe that all, if any of them are dead. I will take such further measures to ascertain the existence of the remaining Number as I shall find most likely to be effectual. I have detained the list longer than the time limited by waiting for returns from persons whom I had employd in the several counties in the State to make the inquiries desired.

Lieut. Robert Parrett mentioned in your letter has produced proof of his having lodged in the Treasury of the State the Commutation received by him for his half pay as per the Treasurers Certificate herewith enclosed. I have therefore paid him the 2nd moiety of his pension. I have the honor to be etc etc.

To Hon. Alexander Hamilton, Sec. of the Treas. Oct. 8, 1790.

I had the honor to receive in due course your letter of the 10th ult. and now inclose you a list of Persons suitable for officers for one of the Revenue Cutters. Those mentioned for master and first mate have many years commanded Ships and are, on account of their federal sentiments and attachment to government as well as other considerations in my opinion the best qualified of any persons in this quarter for the places to which they are respectively named. Thru some misunderstanding as to the acceptance of the places of the persons named in this list, several of them are absent and were they present a consultation with them on the subject considering the uncertainty of their appointment and at a distant period would not probably procure from them decisive answers.

Without a more particular description of a vessel to be built than giving the length of keel. it would be difficult to estimate

keel would cost more than an equal proportion of the sum appropriated for 10 Vessels should that number be built within the sum limited. At a rough estimate I find that a schooner of 40 feet keel payable according to carpenters tonnage well equipd would cost 900 Dollars. The hull would cost from 8 to 10 Dollars per ton, the cost of materials for rigging it would depend on the manner of equipping.

This answer to your letter has been delayed for the return home of an eminent ship builder still absent by whose assistance I intended to furnish drafts and estimates of the cost of several vessels of different lengths from 35 feet to 50 feet for your inspection and which I will procure shortly and forward. I am persuaded that a Cutter could be built and equipped here on as good terms and equal in quality to the best in the Country.

I am informed that the Loan Officer appointed for this State hath declined to accept the appointment or hath resigned it. Conceiving that the public business required to be transacted in that office would suffer from the delay arising from this circumstance, I take the liberty to name a gentleman as possessing talents suitable for that office and equal to any person known to me in this quarter or in the United States. I am Sir, etc etc.

List of officers _____ Master, _____ 1st. Mate, John Flagg, 2 Mate,
John Parrott, 3 Mate.

To Alex. Hamilton, Sec. of Treas

Nov. 29, 1790.

- - - - - The date of the bill enclosed and other indications of the removal of the Offices of the Treasury Department to Philadelphia hath induced me to direct this letter to that city.

I am Sir etc etc.

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To Alex. Hamilton

Dec. 10, 1790.

On the Receipt of your Letter of 1st June last containing directions respecting the Lighthouse in the State, I made proposals to the person employed by the State in the Care of the Fort and Lighthouse but having reason to expect the Cession of the latter by the Legislature then in Session the Contract was delayed. On the rising of the Court finding this event had not taken place and unwilling to hasten the Contract without the knowledge of the Executive Authority, I applied to the President of the State whose answer some time after received informed me that he had laid my letter before the Council who chose to refer the matter to the Legislature. I therefore proceeded on the Contracts which having concluded on and formed, I now transmit for your examination that on your finding it right, you will please to lay before the President of the United States for his approbation. etc etc

To Hon. Alexander Hamilton, Sec. of Treas.

Feb. 5, 1791.

In compliance with the directions given in your Circular Letter of the 20th January, 1790, I enclosed the 19th of Feb. following a statement of the emoluments of the Officers of the Customs in this district for one year, but as that statement was founded partly on Calculation it could not be accurate. I flattered myself however that such dependence could be had upon it as would make some impression on such Committees of the Legislature as might have matters of that kind before them. I have now enclosed a precise amount of those emoluments accruing in the year 1790 which I beg you will please make such use of as you conceive proper and which I hope will be productive of the end proposed in troubling you with it.

In the early times of the "evolution it was not an uncommon thing to see Services performed without reward and fortunes sacrificed to the great object then in Contemplation. But at this period when necessity does not call for such sacrifices, when a peaceful and happy establishment of government is effected and a fortunate System of revenue established and improving, it will not be expected that those employed in the execution of the Laws will be left without an adequate support. The office to which I am attached requires constant and diligent attention. It has my exertions that it shall be executed according to Law. It will be needless for me to add after referring you to the Statement enclosed that I am obliged to draw from other resources the greater part of my support.

It is painful to me, Sir, that I am necessarily led to make a matter in which I appear almost alone to be interested, the subject of a letter to you and at a time when everything is crowded upon you but I conceive this to be the last hour of application and if there are others in the same predicament with me, which I conceive must be the case, I wish that measures perfectly just may take place and that everyone having an equal claim may participate in them.

I have the honour to be etc etc.

To Hon. Alexander Hamilton, Sec. of Treas.

Feb/9/1791

In conformity with the directions given in your Circular letter of the 17th May last respecting Seizures, I have to inform you that a small seizure has been made in this district consisting of one barrel onehalf barrel and three small bags coffee. The circumstances are that those packages were discovered by an Inspector on a wharf in the evening, to appearance having been recently landed from, or about to

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be taken into a boat. The packages being abandoned by those having charge of them and no demand having been made for them afterwards leaves no doubt of the illegality of their importation.

I am, Sir, etc etc.

To Hon. Alexander Hamilton

Feb. 15, 1791.

Your letter of the 23d Ultimo I have received and in performance of your directions have agreed for the Hull of a Vessel for A Cutter for this Station of 44 feet keel payable (say 46 astraight rabbet) 15 beam and 6½ hold at 9 Dollars per ton.

I could find no person on whom I could depend for a good vessel that would undertake the whole equipment fit for sea at 22½ Dollars per ton or indeed at any rate, it not being customary in this port ever to connect the carpenters with all or any other bills. I hope I shall be able to finish the Vessel at your limits but this must depend on the prices of materials in the purchase of which no pains shall be spared in the exercise of the economy which you recommend. I found it of advantage in my agreement with the carpenters to make a payment of 100 Dollars.

It is the opinion of some seamen that a Sloop rigged Vessel would answer better the purpose than a schooner. If any directions on this point should be thought proper or if it may be left to the Officer who is to command her, be pleased to direct me. The Vessel is to be delivered the 10th. of May next. I am, Sir, etc etc.

To Hon. Alexander Hamilton, Sec. of Treas.

May 9, 1791.

This day received from Benjamin Lincoln of Boston, Esq., 12 pcs Canvas which I ~~presume~~ ^{presume} are intended for sails for the Cutter. I had engaged the Canvas of the manufactory here but have now counter-

manded it. I have also engaged the cordage which it is making by dimentions given and cannot be released from taking it. Be pleased to advise what articles for equipping the vessel are to be forwarded that I may avoid making unnecessary purchases.

I have the honor to be etc etc.

To Sec. of the Treas. Alex. Hamilton

June 4, 1791.

In consequence of the Circular letter of the Asst. Secretary dated the 10th of March last a few weeks since received/ I herewith inclose you Returns of the decked Vessels built in the District of Portsmouth, N. H., for two succeeding years, the first commencing the 4th of March. 1789.

The same Letter signified to me your wish to have forwarded from time to time as they may come into my hands "any documents that have relation to the Commerce, Navigation, Fishing, Manufacturers, or Productions of the State, either in the time of the Province or in that of the Commonwealth". This request shall be carefully attended to and such documents forwarded should any come into my hands. In the meantime, conceiving that such circumstances respecting those objects which may have fallen under my own observations. or that have otherwise come to my knowledge would be acceptable, in lieu of such documents, I will now mention them generally.

Commerce and Navigation commenced at the earliest period of the Settlements in the River Piscataqua increasing gradually till the Year 1775. From the year 1780 to 1760 there was a considerable trade with Spain to which Nation were shipped large quantities of Fish, Oak Timber, planks and staves. From 1760 to 1776, shipbuilding had increased and there were annually built 30 to 40 sail of two

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decked vessels of 180 to 350 tons, besides smaller ones with one deck. The Two Decked Vessels were principally employed in supplying the English West Indies with Lumber whence they proceeded to England freighted with the produce of the Islands and were sold in England, many Vessels also going directly to different ports in England loaded with Lumber were there sold. A great number of Ships were also built on account of British Merchants residing in England and Scotland. The single decked vessels (rigged schooners, sloops and Brigs) were employed also in supplykng the Islands with Lumber and Fish which voyages extended to the Danish and the Dutch Islands and settlements on the Main and also to those of France and Spain when they could get admission into their ports. The Vessels taking freight for England remitted the proceeds of their Lumber Cargoes to Europe in Bills or to America in produce, those returning brought with them the different productions of these Islands and Settlements which were vended partly at home and the residue exported to the neighbouring Provinces chiefly to the Carolina's, Virginia and Maryland in exchange for corn and other provisions. Agriculture was little attended to, the settlements being circumscribed to the limits of 30 or 40 miles from the Sea Coast and the settlers employed in procuring lumber, neglected their attention to farming.

The productions of New Hampshire in provisions was not sufficient to support the inhabitants till after the peace between France and England which took place in the Year 1762. Since that period, the settlements have been extended to the Western boudary of the State and so far that the procuring of Lumber on account of the distance for its transportation has ceased to be an object with the Settlers.

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

They have therefore been confined in that article to the amount of their own consumption for building their houses etc and have bent their attention to the cultivation of their lands.

The manufactures of New Hampshire tho considerable are without System of patronage* more or less has been done in linnen, Woolen and Cotton for many years. This is principally performed in private families in the Country, every Farmhouse having its utensils for manufacturing the wool often produced by its proprietor together with a proportion of imported Cotton. These manufactures are of great use in the families where they are carried on serving in part for their cloathing but too much of them are exchanged for foreign superfuties.

About the Year , a number of families from the North of Ireland came into the State and settled about 30 miles from the Sea who being acquainted with the manufacture of linen have carried it on in a greater degree of perfection than any other in the State which their descendants continue to this day. These people were very usefull and had the emigration continued, great benefit would have derived to the Country from their Example of Industry and Economy but the ill judged policy of the day, founded on superstitious opininas put a stop to the migration of all foreigners to the State. Among our manufactures however may be enumerated Several forges, Works for Manufacturing Bar Iron, One Furnace, One Rolling and Stilling Mill 4 or 5 oyl mills, a Number of Fulling Mills and one Manufactory of Sail Cloth.

The productions of New Hampshire had been almost confined to its Lumber and its Fisheries little since the peace of 1762 above mentioned. The produce of Beef, Wheat, Rye, Indian Corn and

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Pulse has since that Period increased with the Settlement of the inland Townships and are now produced in great quantities, but Wheat is produced only in the more distant Towns from the Sea Coast. Pot and Pearl Ashes is now also become one article in our manufactures of great importance.

The greater part of the Produce of the new Townships are transported by land to Massachusetts whence many of the Settlers emigrated. The Situation of the Roads admitting of a conveyance equally eligible and the Seat of the government or rather the Sessions of the Legislature shifting from place to place and not being confined to, or indeed scarcely held in the Capitol of the State but little commercial intercourse is formed between it and the back country. Hence the productions of the State are carried to and exported from Massachusetts and the Foreign articles here consumed imported into and purchased from the Importers of that State, a circumstance prejudicial of our own State, though probably of no national consequence.

* In exception these remarks, it must be noted that the Sail Cloth Manufactory is a well regulated undertaking of a single Proprietor and the Rolling and Slitting Mill had the assistance of the Legislature by a generous grant. I have the honour etc.

To Hon. Alexander Hamilton, Sec. of the Treas. June 6, 1791.

Your circular letter of the 14th of April came to my hands the 20th ultimo. Availing myself of the indulgence of the House of Representatives in committing to your examination and report, the emoluments of my office as Solicitor the Officers of the Customs, I do myself the honor to transmit you herewith a statement of the

emoluments of my office as Collector of the District of Portsmouth for the four quarters of the Year 1790, not having a doubt but your report will be founded in the strictest Justice and that it will have the approbation and confidence of the Legislature.

In this Statement the Article of fees is precisely the Amount received taken from an accurate account kept of them. The amount of Commission is taken by Calculation on the foot of each quarter's account tho not half the Sum stated has yet been received. In the amount of expenses the charge of office Rent is the result of an accommodation between the Naval Officer and myself and the building occupied which belongs to him is stated at the rate for which it would rent and the charges for Clerks Service is the amount of Payments made in money together with the Value of gratuitous compensations not equal to the amount of the Services performed according to the usual Rate of Clerks wages.

By the Statement it will appear that Dollars is the Net Amount of any emoluments for the Year, a sum not equal to one third the real value of the Services incumbent on the office, exclusive of its responsibility.

Conceiving of the impossibility of prejudging of an equitable reward for every officer of the Revenue under the circumstances of its sudden establishment, I have presumed on the justice which I flatter myself will be the result of a candid inquiry such as I am persuaded will be made for a reasonable reward as well for the past as the future Services. It will naturally occur that the first who are in the exercise of their offices will have the greatest difficulties to encounter, having unbeaten paths to explore and to reconcile a people accustomed almost to no Law but their will to

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strict observance of "venue Laws which are generally in their Nature obnoxious to such a people and I have the satisfaction to believe the fewest successful attempts have been made to evade the "venue Laws in this district of any in the United States that are so conveniently situated for that purpose.

Hon. Alexander Hamilton, Sec. of Trea.

June 28, 1791.

The Carpenter who undertook the Hull of the Revenue Cutter building in this port having been sick several weeks, the work was unavoidably delayed. She will be launched in 8 or 10 days. The Station of 3d Mate being still vacant, I would beg leave to name Samuel Hobart, a young man of whom I have heard is a good Character and the Nomination of him is made by Captain Eaton.

I now transmit you and Act lately enclosed to me by the President of the State making a conditional Cession to the United States of the Lighthouse together with 1 3/4 acres of ground which takes in the old fort on the eastern point of the Island of New Castle. There is still half an acre of Land remaining claimed by the State which would be a useful addition should any fortification on this spot be thought necessary hereafter. It has been customary heretofore to hoist Colours on the approach of any Vessel, the expence of which having been supported under the Military establishment continued at this Fort more than a century past, has now ceased on the Cession of the Fort and discharge of the keepers and it cannot be continued without a small additional expence to the Lighthouse to which it was before connected. It would be a gratifying convenience to the trade to have these Signals continued..

If any particular form is required in the Statement of the Light-

house accounts be pleased to advise me.

The first years pensions of Invalids directed to be paid by me is discharged except the Pensions of 4 Invalids who have not yet appeared and who are probably removed out of the State or dead. Your direct order to return monies in my hands for the ~~Department of Works~~ warrent payments and also the Secretary for the Department of War's warrent specifies a larger sum than I have or shall pay. I wish to be informed to whom the vouchers of payment shall be transmitted and how the charge is to be introduced into my general account with the United States. I have the honor to be etc etc.

To Alex. Hamilton, Sec. of the Treas.

August 24, 1791.

The "evenue Cutter being ready for Sea will proceed on a Cruize immediately; no arms or military stores having yet come to hand, I will borrow for the first cruize such as may be necessary. The person named for 3d Mate whould have been Samuel Hobard instead of Sam Hubert as copied in your letter of the 12th ulto.

Herewith is enclosed the description of the Cutter received from the Surveyor. She will be accompanied with a certificate from the Custom House by the Name of the _____ till the instrument intended in lieu of a Register with such name as you will be pleased to give her shall be received.

I find that notwithstanding my utmost endeavour to compleat this Vessel within your limitations the cost will exceed them. This hath arisen from several causes whivh I will particularly account for when the accounts are collected and slated for transmission and which I hope will be satisfactory. I have the honor to be etc etc.

Joseph Whipple.

To Alex. Hamilton, Sec. of Treas.

Sept. 2, 1791.

Inclosed I tranmit you the Certificate of the Oaths of Office taken by the Master and second Mate of the "evenue Cutter. I am etc.

To Alex. Hamilton ?

Sept. 9, 1791.

With my letter to you of the 24th ulto., I inclosed a description of the Cutter and gave a name for her which was handed to me at the moment of the closing of the letter since which I have been informed there is a British Public Vessel of the name of the FERRET in Nova Scotia or Newfoundland. I conceive there would be an impropriety in giving a Cutter of the United States the same name and therefore request that you will be pleased to direct the insertion of such other name in the instrument intended in lieu of a register as will be more proper.

I directed Captain Yeaton to deal out the provisions at the rate of 1# bread and 1# beef or 3/4 # pork per man per day and to assure the people whatever may be the establishment of rations, whether of liquors or other articles would be made up to them when such "ations should be known. At present they furnish their own liquor which is an article they expect will constitute a part of their Rations. On this point be pleased to give me instructions.

The cutter sailed the 26th August having on board a few borrowed small arms and other accoutrements. I have the honor etc etc.

To Alex. Hamilton, Sec. of Treas.

Sept. 16, 1791.

-- The thermometer that was forwarded from the treasury is by accident broken. It was in the hands of one of the inspectors, a very careful man, who was assisting the Surveyor. A similar

accident befel a Neal thermometer before in use which was borrowed of a Physician (and which I have sent to London for repair). I have endeavoured to procure one in Boston and other places in this vicinity without success. Be pleased to order one from Philadelphia for the use of this District.

I have the pleasure to enclose you herewith the State of a manufactory of Sail Cloth lately established in New Hampshire.

I am Sir, etc etc.

To Alexander Hamilton, Sec. of Treas.

Sept. 27, 1791.

Inclosed herewith I transmit you my payments in the support of the Lighthouse establishment in this District from the commencement of that expence on the 15th of August 1789 to the 30th of June last. This return has been detained with a view of accompanying it with a plan of the Lighthouse and the land adjacent lately ceded by this State to the United States, but the Surveyor who took it having mislaid the rough minutes, has not yet furnished me with the draught.

I also now enclose for thr approbation of the President, a new Contract for the support of the Lighthouse for 6 months commencing the 1st of July, 1791.

The usefulness and conveniency to trade and navigation attending the hoisting the Flag at the Fort as answered by merchants to whose opinions I requested are

- 1st. That when it appeared by such signal that a vessel (the different colours or ensign pendent etc designating the kind of vessel whether Ship, Snow or Brig) were approaching the harbour, an owner expecting such vessel was enabled to stop her coming up the River if the Cargo was intended for any other port for a market.

2. That it was an inducement to suspend orders for insurance whereby

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

they might sometime save the premium.

3. That it gave notice to the pilot when residence did not admit of his seeing the Vessel so soon as a person stationed at the Fort

4. That it shows a respect to strangers which has been in practice since the first settlements of the country to which I would add, as it respects the public, that notice of a vessel's appearance in the offing towards night would excite the attention of the Customs especially the Inspectorx residing at New Castle to whom I have given directions to observe the conduct of Vessels approaching the harbour whose entrance in it would probably be in the night and to attend to their proceedings after such entrance. To this I was induced from having heard that Vessels had dallied off the harbour with a view of entering in the night unseen and after coming to anchor in the harbour had attempted, and probably sometimes affected their fraudulent purpose.

The expence of hoisting the Flag as demanded by the person who now attends the light would be 25 cents per day which I conceive to be more than its value and am of opinion a much less sum added to the expence of the lighthouse after the present Contract is expired would obtain the Service.

I would take this Occasion to observe that the former practice under the State government of hailing Vessels on their passing the Fort and the authority for bringing them too when necessary and subjecting those to punishment who didnt give true answers was found to be a useful regulation and would be so under the General Government as it respects the Revenue if authorized by Law. The entrance of the harbour is so narrow that no vessel can escape the command of the Fort or pass out of hearing. Many vessels from foreign countries

enter the harbour bound to the different ports in Massachusetts and a greater number of Coasting Vessels going between the Districts of Main and Massachusetts meeting a head wind put in for shelter at all times of day and night. Many Vessels of the latter description having the appearance of foreigners are Visited by the inspectors while entering the harbour or when layiḡg at anchor within it which is attended with a Considerable expence that might in many instances be prevented if enquiry was made of the destination of the Vessels at their passing the Fort.

c Under any new Regulations respecting the Fort, I I conceive it would be a saving of expence and a security of the Revenue if the persons employed there should be connected with the Custom House. They might be selected from the military invalids now entitled to a pension from whom boatmen might be appointed and a person to attend the Lighthouse. I have the honor to be etc etc.

To Alexander Hamilton

Oct. 7, 1791.

Mr Flag who was appointed 1st Mate of the Revenue Cutter having been absent ever since his appointment has lately returned home and having entered in the Service of a Merchant as master of a vessel declines the acceptance of his Commission which I now return enclosed herewith.

I beg leave to name John Parrott the 2nd Mate to fill the station of 1st Mate, his conduct since he has been in the Service intitles him to the recommendation.

I also beg leave to name John Adams as a suitable person to take the place of Mr. Parrott as 2nd Mate. He is a - - -

young man of a reputable Family, has been Several Voyages as Mate of a Vessel and is recommended by several respectable persons. As there was only one mate on duty, at Capt. Yeatons request I consented that Mr. Adams should go on board the 27th Ult. and if it should please the President to appoint him I hope there will be no impropriety in his Commissions bearing date on the day of his entering on duty.

Mr. Hobart who was recommended for 3rd Mate is at Sea and is soon expected home.

Before the Cutter sailed on the first cruize, I proposed to Cap Yeaton his supplying the People with Bread and meat at the rate Specified in the Army rations, and desired him to inform them that the residue of articles or their Value should be made up on Settlement and in the meantime money should be advanced them for the purpose of supplying themselves, with which they were perfectly satisfied.

During the cruize they fell in with the Cutter MASSACHUSETTS whose people they found were furnished with provisions and Bread, Meat and Peas without restriction and with coffee. This had such effect on Capt. Yeatons people that he was obliged to dismiss three of them on his return into port. I mention this circumstance to show the necessity of uniformity in the Supplies to these Vessels as they will have communication with each other. The SCAMMEL's crew caught fish and were therefore well off for provisions but Cap. Yeaton is of opinion that without the aid of Fish which is an uncertain supply, the quantity of Meat is not sufficient for people at Sea who cannot be supplied constantly with vegetables. I have therefore been under the necessity of consenting that Cap. Yeaton should supply his people for the present in the same manner that Capt. Williams people are

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supplied managing the Same with prudence. The result of this experiment shall be laid before you.

In consequence of the P.S. to your letter of the 19th ult., I have consulted what rate per Ration in lieu of articles would be satisfactory to the Seamen and find it would greatly exceed the Value of a sufficient Supply of Provisions and I do not conceive that any engagements of the Seamen for Supplying themselves would be safe for the Service as no dependence can be had on their providing a sufficient quantity for the cruize. A person on whom I can depend has proposed to supply the 4 seamen at 12 cents per ration with a quantity of Provisions which Cap. Yeaton is of opinion would be satisfactory to the People and which he conceives is necessary but this quantity exceeds the rations fixed by Law and are as follows;-for 4 men a week or 28 rations. 303 Beef, 8 $\frac{1}{2}$ Pork, 28 $\frac{1}{2}$ Bread, 1 $\frac{1}{2}$ " Coffee, 3 Pints Molasses, 4 Cts Peas, 14 Gills Rum. This will give one and one half pounds Beef or one pound Pork in lieu of the army rations and adds coffee and Peas instead of vinegar, salt and soap. This might be contracted for for a year or any less term.

In conformity with your Circular letter of the 21st Sept. I have proposed to Cap. Yeaton and he agrees to receive Nine cents for the Ration which he is entitled to draw for himself and boys as well as his extra Rations to which proposal his mate also agrees so that no Rations will be drawn but for the seamen. Captain Yeaton would furnish the Component parts of the fixed Rations for 9 cents but insists on the impossibility of satisfying the people therein.

To Alexander Hamilton

Oct. 26, 1791.

Having collected and discharged the Several Bills against the "venue Cutter SCAMMEL, I now transmit you herewith inclosed my account for the Vessel, the Vessel's Stores. The Stores with some small disbursements amounts to 157.80 Dollars and the Vessel to 1255.95 Dollars which includes every article applied to her use except 12 pieces sail cloth sent from Boston by General Lincoln of which I have no account nor directions respecting the payment. It will be observed that the vessel exceeds your limitations by 155 Dollars besides 12 pcs Sail Cloth not accounted.

Finding it impossible to Contract with any person on whom I could depend for a good Vessel fitted to the sea, I proceeded in the usual way in practice here of contracting with the Carpenter for the hull and in procuring the other articles on the lowest terms given in Cash. I determined on the dimentions for a Vessel whose bills together by Calculation would amount only to the sum limited. But conceiving it to be conformable to your directions as well as in my own opinion proper that Cap Yeaton should give such directions respecting the Rigging and fitting the Vessel as should in his opinion be most conducive to her usefulness, I submitted the directions for masting, riggings, ~~sailing~~ sails and finishing to him, enjoining the strictest economy in the manner of finishing the Vessel, urging the necessity of not exceeding the apportionment to this vessel of the monies for the Service appropriated. But Cap Yeaton conceiving differently from me in the outfitting of the Vessel submitted to him, the amount exceeds by nearly 300 dollars my calculations and expectations which arises principally from an excess in the Sails, rigging, and joiners work

according to my idea of the necessity of them. In the stores furnished there is a small deviation from the list transmitted, some articles being left out and not purchased and others added. I conceive it will be proper that colours should be added to the stores which is yet not had. I must acknowledge myself disappointed that the vessel exceeds my calculations which I must impute to my confidence in Cap. Yeaton and to his Zeal for the good of the Service rather than to his extravagancy.

Cap. Yeaton has received from Boston 10 Muskets and 10 pr of Pistols in bad order which I have caused to be repaired and fitted for Sea use.

I have paid the Officers and People to the 30th of September but omit for the present to transmit the Accounts till the forms intended shall be forwarded or till final directions shall be given respecting the Seamen's rations, to which my letter of the 7th instant has reference.

The wages and rations paid to the 30th of Sept. and the Cost of the Provisions now on board amount to Dollars 538.15 which with the account now transmitted amounts to Dolls. 1951.98 and is the whole amount of payments on account of the SCAMMEL. I have the honor etc.

To Alexander Hamilton.

October 29, 1791.

Inclosed herewith I transmit you my quartely account for the Support and maintenance of the Lighthouse in this State and the repairs to the 30th of Sep. past. The extraordinary quantity of Glass used in the repairs in this quarter was occasioned by the oyl taking fire in the lantern and breaking the windows by which the building was in imminent danger of distruction. The cause of its

transmitting you his letter to me on that subject, I, now inclose it.

I must observe that the last additional and reprehensive clause of your letter so far as it maybe intended for me as such, could not be read unfelt;- not from a consciousness of having in the smallest degree deviated from the strictest attention to economy in my transacting the business of the SCAMMELL or from having ever in the most minute instance departed from the principle in transacting the public business committed to my charge. But from reflecting on the disagreeable circumstance of being charged with unreasonable parsimony on one side and on the other to receive an unmeritted reproof. I have the honor to be etc etc.

To Alexander Hamilton

Dec. 15, 1791.

Mr Parrott the 2nd Mate of the SCAMMELL having an advantageous offer in the Command of a Ship has resigned his place in the SCAMMELL. I thought it proper that his Commission should be transmitted which is accordingly enclosed herewith together with his letter to the President which I sent open for your preusal.

It is not without regret that I am obliged to give this information as I esteem Mr. Parrott a valuable young man and one that bids fair for a good officer. As there is no power to retain an officer who inclines to quit the Service, I was obliged to acquiesce in this resignation which is rendered the more inconveniënt by the Scarcity of young men Suitable for the Station of 1st Mate to which I recommended Mr. Parrott. To remove the inconveniency to the Service arising from s deficiency of officers, I would propose for your consideration and direction the temporary appointment of such persons as may appear the most suitable till the places can be filled with

taking fire

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taking fire I have not been able clearly to investigate but am apprehensive it arose from the improper construction of the vessel containing the oil which has been in use many years. It is an open pan about 20 inches in diameter and 3 or 4 inches deep, the wick being supported by an iron plate (or piece of hoop) crossing and sunk in it to the level of the surface of the oil. The oyl in use being fish oyl, I find, affords a very indifferent light and as an improvement to the light I had procured oil of a better quality and that was more free to burn. In the first tryel the accident happened which renders it necessary to lay this kind of oyl aside till such alteration is made in the Construction of the Lamps. thru the bad quality of the oil hitherto in use, an accident of this kind never before took place.

I conceived it to be my duty in this Place to give you this detail that if it should be thought proper I might be furnished with particular instructions respecting the necessary improvements which I conceived probable the dexcriptions of the constructions of the most ~~msk~~ approved Lighthouses centering (?) at the Treasury would furnish the means of.

The Lighthouse (which is of wood) is in good repair excepting that it will require a coat of paint in the spring to prevent the shingles from decay. I am Sir, etc etc.

To Alexander Hamilton

Dec. 10, 1791.

I have your letter of the 22nd ultimo and have communicated it to Capt. Yeaton. Conceiving that It can in no better way possess you of Capt. Yeaton's reasons for deviating from your limits and my directions respecting the fitting of the Cutter than by

with proper persons. If this proposal is consistent with the establishment and approved of by you, you will be pleased to direct the same under such restrictions as you shall think proper.

I have the honor to be etc etc.

To Alexander Hamilton

Dec. 16, 1791.

I have received your Circular Letter to the Agents of the Cutters of the 17th ultimo. As the directions given in that Letter supercedes the necessity of a particular Statement of the expence of supporting the people mentioned in my letter of the 7th of Dec., I will only observe that the cost of 232 days of the mens victualling amounted to 33.20 Dollars being about 14 1/3 ¢ per ration. Cap. Yeaton, however, has agreed to supply the people at 12 cents per ration diem for the whole term of victualling the Vessel when at allowance and when not and untill the 30th of June next accounting for the cost of all the Provisions hitherto purchased for her which to the 1st instant averaged about that sum. Cap. Yeaton expects to be a sufferer by this agreement but was prevailed upon to undertake it with a view of conforming to what he supposes a uniform mode of supply. This agreement He has agreed to render this supply in quantity of provisions and in quality satisfactory to the people. This agreements extends only to the Seamen's rations, those for the officers being left at present. Respecting the latter, I would ask that an explanation of a clause in the 2nd paragraph of the above mentioned circular in what it is directed that "The officers may receive the same articles with the Seamen or the sum stipulated for them as they may prefer the one or the other". The doubtful idea is whether the sum stipulated for them is intended to apply to the 9 cents stipulated formerly for the officers or to the 12 cents noe

stipulated for the men.

I would ask further if the latter is the explanation whether the payment of 12 cents per ration shall extend to the extra rations, or only to the one which they most be entitled to draw in Provisions and also whether it shall extend to the Settlement made with the Officers to the 30th Sept. at 9 cents and to make up the same 12 cents according to the present estimated value of the Rations. I have etc etc.

To Oliver Wolcott, Jr., Comptroller of the Treas. Jan. 30, 1792.

Inclosed I transmit you Certificates of the requisite Oaths of John Adams, 2nd Mate and Samuel Hobart, 3d Mate of the United States Revenue Cutter SCAMMEL which have just been delivered to me. In looking over these certificates I perceive that of John Adams does not precisely designate his station and which cannot be rectified at present on account of his being absent. If this commission disqualifies the certificate, I will call on him on Notice from you for one more properly expressed.

To Alexander Hamilton

Feb. 1, 1792.

The packet contained herein has the accounts of the Revenue Cutter SCAMMEL: to the 31st of Dec., last.

In addition to the payments made to Capt. Yeaton for his wages and rations from the date of his commission (the 21st of March, 1791) he claims allowance for Wages and Rations from the 6th of Oct., 1790 as to the time of his appointment as stated in the account inclosed Marked No 6, to which account he has also added several articles which I have declined paying for. The colours are still withheld which though I conceive them necessary, I cannot furnish consistently with

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a declaration heretofore made to Capt. Yeaton without your special order.

I have desired Cap. Yeaton to keep at the entrance of the harbour at such times as the weather is too severe to be at Sea that he may be in readiness to examine Vessels who may take shelter there. I have etc.

To Alexander Hamilton

Feb. 28, 1792.

Your letter of the 4th instant I had the honor to receive the 21st and conformably with your directions I now give you the name of Benjamin Gunnison as a suitable person for 1st Mate of the "evenue Cutter SCAMEEL. The characters which I have been in pursuit of to fill this Station are much sought after to command Ships in Merchants Service and consequently are not easily prevailed upon to accept the Station now in question and the hope of a better opportunity for a choise induced me to propose temporary appointments till the arrival of a number of young men now absent on voyages. Mr. Gunnison has been on my mind several weeks but I have delayed to transmit his name till I should have opportunity more fully to know his charadter from those who have employed him. Sensible of the necessity of employing the best men that can be procured for this Service, I have taken much pains in making enquiry respecting Mr. G. and to that end had written to Mr. Langdon of the Federal Senate in whose employ Mr. G. served several years. I will again write that Gentleman by this post and will request him to give you such information respecting Mr. G. as his Service as master of a Vessel in Mr. Langdon's employ will enable him to give. I am Sr etc etc.

To Oliver Wolcott, Comptroller

Feb. 28, 1792.

I have the honor to receive your letter of the 9th instant and now transmit herewith enclosed my account of payments to Invalid Pensions for the Year commencing 5th March, 1789. I have closed this account by debting the United States, which however I shall forebear to enter in my books till I receive your directions therefor.

The abstract No. 1 in which is entered the payments in the course that the applications were made with the dates will show the slow progress of those applications notwithstanding the most effectual notice was given. Receipts for the respective payments attend the Abstracts and a list is enclosed of the unpaid Pensioners.

My accounts of Payments for the Lighthouse establishment have been regularly transmitted at the end of every quarter, the first being the 30th June ~~xxxx~~ 1791. I have not been directed to charge the amount in my account with the United States as Collector of the Customs. Your most obedient servant etc etc.

To Alexander Hamilton

Feb. 28, 1792.

I have the honor to enclose you herewith a Return of the Invalid Pensions belonging to New Hampshire whose pensions for one year commencing 5th of March, 1789, I was authorized to pay.

It has been attended with no inconsiderable trouble to look up these people and to prevail upon them to produce the requisite vouchers which for the first payment was scarcely admissable at the 2nd and 3d application and ~~were~~ ^{even} then in some instances they fell short as in their former residences but none have been paid without producing the original certificate given by the State. In addition to advertising I applied by letter to the commanding officer

of every Regiment of Militia in the State and through them to every Company to make inquiry but there are still 3 who are unpaid, two of whom have not appeared. Their future applications will probably be regularly made and accompanied with proper vouchers. I transmit to the Treasury by this conveyance Abstracts of the Payments and the Receipts. The vouchers identifying the persons are not transmitted. If these are necessary I presume I shall be directed from that Department to forward them.

Major Sherburne's Certificate from the State specified the sum of Seven pounds ten shillings per month adjudged to him by the invalid Committee. Conceiving that authority had been vested in your office or in some board for establishing pensions independent of reports of State Committees and attending to the direction in your letter of the 29th Jan^r 1790 that the list then transmitted was "exactly to govern your payments" I have paid to Maj. Sherburne the sum named in your list in preference to that mentioned in the Certificate. If the payments thus made are erroneous the present paymaster I presume will be directed to correct it in his future payments.

As my account with the U.S. in respect to the Invalids will be closed, it will be most convenient to transfer the payment of the three remaining Pensions to the Comm. of Loans who is the present paymaster. I have the honor to be etc etc.

To Alexander Hamilton

March 9, 1792.

I conceive it to be a duty incumbent on me to mention to you that the ill state of Health of the Judge of this district has prevented his attendance at the two last courts in consequence of

which two actions brought to that Court on bonds for Impost Duties have failed in their expected issue and I have been induced to put a third in Suit at the State Court of Common Appeals to avoid like consequence. It is here subject to the delay of an appeal to the Supreme Court. I find on inquiry there is but little or no prospect that the Judge will ever recover so as to attend business.

Being of opinion that the practice of inserting in bonds given for money a penal sum equal to double the amount of the debt was to secure all damages that might arise from the delay of payment beyond the term for which the bond was given and that the value of the use of Money equal to the legal interest in the County were the debt exists, should be considered a part of such damage, I have demanded interest at 6% on bond sued but I find it to be the opinion of the Courts in this State that interest should not be recovered on bonds unless specified in the obligation. Hence the public is subject to loss and I do not conceive the law authorizes the insertion of interest in bonds to take place after the expiration of the term of credit allowed. A remedy appears necessary in the law or the practice; if in the latter, be pleased to inform me for my future government. I have the honor to be etc etc.

To Alexander Hamilton (Private)

March 16, 1792.

On the 9th of June last I had the honor to write you on the Subject of my emoluments as Collector of the Customs for the district of Portsmouth and transmitted you a Statement of them for one year in conformity with your Circular direction of the 14th of April.

The many important public matters which continually arrests your attention I imagine would hardly admit of your reporting on every

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subject to which you had extended your intention of producing a reform. Among those of least importance to the public is probably that which is the subject of this letter. On this consideration, it is with difficulty that I can prevail on myself to address a private letter to you but having conceived that further delay would be extremely injurious to my interest and that an application to Congress was necessary as a ground of inquiry and having transmitted a petition to be presented in which I have referred to the above mentioned Statement of emoluments, I have considered it as expedient to the purpose of my petition to request your obliging attention to it and that you will be pleased on the emoluments and the duties of the office as shall appear on your examination to be requisite in order to obtain a just allowance. Indeed my principal reliance must be on your reports as but few members of the Legislature can be competent judges of the value of the Services.

I will not presume to remark on the mode but only to observe that should such compensations as may be allowed only look forward to future services, the past time of more than two years and an half will remain uncompensated.

I intreat you to excuse this application and to believe me to be with sentiments of respect and esteem, Sir your most obedient etc etc.

To Oliver Wolcott, Comptroller

April 11, 1792.

I transmit you herewith according to your directions the affidavits showing the existence of the Invalid Pensioners and the letters of ~~the~~ Attorney authorizing others to receive their Pensions.

Conceiving that the intention of these vouchers were to prove to the paymaster only the existence of the Invalids and the authority

of the Attorneys, they were not transmitted before. The same idea, when undoubted evidence of the existence of the Invalids and his intentions respecting the payment to Attorneys induced me to admit vouchers which were defective in form and erroneous in dates as it was found extremely difficult to instruct to intrust the Invalids in the right method of preparing these Vouchers, it being frequently at the 2nd or 3rd application that payment was made to them after their travelling 60 to 100 miles, many applications being made without the original certificates or attorneys without powers were rejected. I found it necessary therefore to receive vouchers not strictly conformable to the Advertizement pointing out the mode of application but payment was in no instance made without the appearance of the Original Certificates given by the State except in the payments to Gen. James Reed which was in consequence of a special order of the Secretary.

As the year for which the pensions were allowed was wholly expired before the date of the affidavits showing the existence of the Invalid, the production of affidavits at payment of each moiety did not appear necessary and the payments were often made of the first moiety after the second became payable.

Major Sherborun's Certificate from the State specified the sum of 7.00/ per month but having been instructed by the Secretary of War to consider the list transmitted from that Department as the guide by which my payments were to be governed, the sum of 33 1/3 Dollars per month was paid to him, being induced to consider the certificate erroneous rather than the Secretary's list.

The affidavit of Joseph Mack (?) is missing and must have been mislaid, his application was personal and the record of his residence

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was made from the affidavit according to the return transmitted by me to the Secretary of War the 28th of February last.

Much pains was taken to direct the pensioners in the right mode of making application which it is presumed will hereafter be regular at the expiration of each half year. I hope the defects will not be considered as an impediment to the adjudgment of the accountd.

These vouchers have been delayed several posts since the receipt of your letter of the 19th in hopes of finding the one missing. The returns from Mr. Gardner whose payments were subsequent to mine will prove the existence of the invalid. I am, Sir etc etc.

To Oliver Wolcott, Comptroller

April 12, 1792.

By this conveyance will be transmitted my quarterly accounts with the United States as Collector of the District of Portsmouth to the 31st of March and agreeably to the directions given in your letter of the 25th of January I have charged therein the amount of the Cost of the SCAMMEL.

Conceiving that there must have been an error in directing a commission of one per cent to be charged in the expences arising under the last mentioned agency, the commission is omitted in the account transmitted but if this is the rate of commission fixed upon, it will be charged in the next quarterly accounts. I beg leave however to observe that in transacting business of this kind, expences will occur which are not chargeable to the object and this actually took place in the present case to an amount equal to the commission of 1% on the cost of this Vessel.

A commission of 5% would be scarcely equal to the Service of a transaction of this Nature independent of, and unconnected with my

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office as Collector of the Revenue and exclusive of the future direction of the Cutter but as connected with my office I shall cheerfully execute this or any other agency that shall be delegated to me that may tend to the general benefit either with or without compensation nor will any reward be so satisfactory to me as that of finding every transaction under my direction executed with propriety and in conformity with the laws. Trusting that it is not intended that Services performed shall pass without any equitable compensation either applied to the respective object separately or to the whole collectively.

I beg that you will be pleased to excuse this deviation from official communication though I conceive observations of this kind will not be thought by you altogether improper as relief may be expected through those at and near the heads of departments. I have the honour to be etc etc.

To Alexander Hamilton

April 18, 1792.

I have to inform you of a Seizure that has taken place in this District of a small amount of coffee unladed contrary to Law from the Sch. ADVENTURE, Edward Tredick, Master, from St. ^Martins. The discovery was made by the officers of the SCAMMEL then lauing in the harbour about one mile within the lighthouse, who observed a boat go alongside of the ADVENTURE when a mile without the harbour. The boat was followed on her return by the Master of the Cutter who took possession of three small bags of coffee which had been landed from her.

The coffee on inquiry appears to have belonged to one of the seamen, was not in the manifest and is said to have been taken out of the Vessel without the knowledge of the master and mate. I have etc.

To Alexander Hamilton

June 30, 1792.

I received by the post last evening your letter of the 21st instant. Soon after the receipt of the letter of the 4th of February last, I wrote you under the date of the 20th of that month and transmitted the name of Benjamin Gunnison as a Suitable person in my opinion for first mate of the SCAMMEL. At the same time, conceiving that a fuller knowledge than I was possessed of of the character of Mr. Gunnison could be had from Mr. Langdon then attending in Congress, in whose employ Mr. G. had sailed as master of a vessel, I took the liberty to refer you to that Gentleman. I wrote him by the same post and understood that Mr. Gunnison would be appointed.

I now beg leave to renew my nomination of Mr. Gunnison as a suitable person for a mate of the cutter.

Paying due regard to your remark that "too much weight ought not to be given to the circumstance of the right of officers to succeed (?) as vacancies occur" I then named Mr. Gunnison for first mate to which I was induced as well from the consideration of his having been some years master of a vessel and acquainted with business as the circumstances of his otherwise coming in as third mate under two young men of much less experience and which would not have suited him but the third mate having now resigned his commission and the conduct of Mr. A. (the second mate) since he has been alone as Mate on duty affording me no ground to doubt of his abilities for executing with propriety the office of first mate, I would now recommend him (John Adams) to be advanced to that Station and Mr. Gunnison to be appointed Second Mate and which will be acceptable to Mr. G, altho the third mates place would not.

I inclose herewith Mr. Hobart the third mates commission. I have

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been in search of a person to fill the Station and will forward the name immediately in succeeding.

I have been unwilling to adopt the alternative proposed on the former vacancy of applying for an officer out of the district, apprehending that it would produce discontent in the officers now on board and being apprehensive also that the same difficulty would attend the procuring of fit persons in Boston as those most suitable are sought after for Merchants Service as well as here. If, however, none should offer here in a short time, I will write the Collector of Boston as before directed. I am Sir, etc etc.

To Wench (?) Cox, Sup. Revenue, Phil.

July 16, 1792.

Having been informed by the Secretary of the Treasury that he had committed the General Superintendency of the Lighthouse establishment to you, and that any future correspondence relative to those establishments is to be with you, I now enclose you an account of the Lighthouse in this State for its support for the quarter year ending the 30th day of June past and I also enclose you a contract with Titus Salter for the support and attendance of said Lighthouse for the half year commencing the 1st of July instant for the purpose of obtaining the approbation of the President of the United States thereof. I have made this Contract as those heretofore for a short term on account of some improvements which I conceive to be necessary on the Lighthouse, its present construction being deficient in several respects in answering the best for which it was intended. I am, Sir very respectfully your most obedient servant

To Tench Coxe, Commissioner of Revenue

Oct. 4, 1792.

I had the honor to receive in due course your letter of the 20th August signifying the President's approbation of Titus Salters contract for keeping the lighthouse which I deferred answering till the expiration of the quarter ending the 30th of Sept. Ult., should enable me to transmit my quarterly accounts of the lighthouse expenditures to that period of which I now enclose you.

My reason for adopting the troublesome mode of forming the contracts for such short terms is that I am endeavouring to inform myself of the best constructed lamps or other apparatus for making a better light than the present establishment exhibits as in case such improvements should be adopted, material alterations would probably take place in the terms of supporting it. Intended improvements also in the attendance hath from time to time occasioned the expiration of those contracts before new ones were made.

When the lighthouse was first committed to my care, on inquiry I found that common fish oil made of the varieties of fish caught on this coast, being the cheapest and easiest procured had been used in it, and that hake oil was esteemed the freest from impure matter, less glutinous and yielding less smoke than any other. The consideration of having the of a better light or the arguments founded on the probable benefits thereof induced several fishing masters to promise me to save this kind of oil separate from that of other fish and supply therewith the person who had undertaken the attendance and supply of the lighthouse. Having laid this foundation for a supply of Hake oil, I confined the use of it, with a conditional alteration for the use of Spermacite oil in the first contracts but whether the oil of the hake for this supply has been kept separate from mixture with

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with other oil has depended on the fidelity of the fishermen. I doubt whether their engagements have been strictly adhered to and of course a fair tryal of this kind of oil which was my object cannot be depended on.

Making it my constant practice to enquire of masters of vessels, the appearance of the light, I have had many complaints of the dimness of it though less frequently than formerly. Those that are truly founded, I impute to the quality of the oil, the small quantity consumed, and the construction of the lamp or rather vessel containing it. And it cannot be expected that the consumption of one gallon of fish oil will yield a light equal to that of three gallons in the same term of time which is the difference between the Lighthouse here and others in the vicinity.

The construction of the Vessel containing the Oil when burning will not admit of the use of spermacite or other free burning oil without a risque of burning the Lighthouse as experience hath shown and of which information was given in my letter to the Secretary of the Treasury of the and I am of opinion that it can never be considered as a very useful Lighthouse till the use of Spermacite oil and the proper lamps is adopted.

There may be some deficiencies in the attendance by means of the distance of the Lighthouse from the dwelling of the attendant (which is 300 to 400 yards) and there is no house near it for his accommodation, those formerly in the fort being destroyed. I conceive that it would be a useful improvement of the establishment if a small house was erected in the fort, which might be done for about 100 Dollars expence where the keeper of the lighthouse might reside and be conveniently situated for giving attention to it in the night. Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

It is evident that improvements are necessary in several respects and it is probable that such information is collected at the Treasury of the most approved constructed Lighthouses in the United States which will enable the direction of any alterations that may be thought proper on the Lighthouse in New Hampshire.

To Alexander Hamilton, Sec. of Treas.

Oct. 17, 1792.

Conformably to the order of the Senate of the United States passed the 7th of May last and with your directions dated the 31st of August, I have the honor to transmit to you herewith a Statement of my emoluments for one year ending the 1st of October instant and also those of the several officers who have been appointed by me.

It is with much reluctance that I am led on this occasion to renew a subject which must be uninteresting whether viewed in an official light or otherwise. It is respecting my emoluments as Collector of Portsmouth. The favourable opinion which I had entertained of the approaching happiness of my country and the peculiar satisfaction with which I anticipated the effects of the Federal government (and which has been amply verified in the administration of the department under which I act) induced me not only to accept but to seek an occasion of contributing in some degree towards the execution of it. This ultimately threw me into the office which I now hold and although the emoluments was not the first object, I entertained an Idea that they would in due time and when it should be known how to form an opinion of the value of the Services be advanced to an equitable compensation. At the last session of Congress an addition was made to my emoluments of 100 dollars per year and $\frac{1}{2}\%$ commission. This scarcely begins to operate, when

it doe

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it does fully, it will yield several hundred dollars short of a reasonable reward for the Services and there will be no kind of consideration for the deficiencies in the three past years, the emolument of which were, for the first 225.92, the second 295.08 and the third 546.58,

An unwillingness to relinquish an office that I am not averse to hath induced me again to mention this matter to you and to request that you will be pleased to inform me whether there is a possibility of such augmentation being made as will enable me independently of other resources, to continue in the execution of it and whether any further application on my part would be necessary to that end. If the returns now made have any relation to that object the noticing of the emoluments for the two first years is not, I apprehend, improper, especially if compensations or grants for deficiencies are admissible.

I think it cannot be conceived that the Services incident to my several functions as Agent for the Cutter, superintendent of the Lighthouse and Collector can be executed for less or be worth less than one thousand dollars net per year, the two former give nothing but are attended with considerable care. I em etc etc.

Report of the fire at the Lighthouse. Oct. 1, 1792.

(being the fire previously referred to)

On the cession of the New Hampshire Lighthouse to the United States, the same management was continued as when under the jurisdiction of the State. It was found by observation and inquiry that the light was not so good as in other lighthouses in this vicinity. This defect was imputed to the use of fish oil, therefore a quantity of Spermacite oil was procured with an intention

of improving the light by the use of it. On tryal the first night the oil took fire, and the Lighthouse was in great danger of burning. The vessel containing the oil is an open copper pan about 20 inches wide and 4 or 5 inches deep. This is suspended to a proper hight in the lantern, the wicks are rested on a plate or strip of Iron laying across the pan and sunk in the oil to the level with the surface of it. These being lighted as usual to the amount of 7 wicks on the suspending plate or strip of iron, it is supposed so effectually heat the irons and consequently the whole quantity of oil exposed on a surface of 400 square inches and 2 inches only deep that the oil being of a quality free to burn caught fire which the ordinary oil heretofore in use would not. Hence it was necessary to lay aside the free burning oil and resume the use of that before employed till such new construction of lamps or other equipment improvements should be adopted as would admit of the use of the best oil with safety.

To ?

Nov. 30, 1792.

I have to acknowledge the receipt of your letter of the 1st instant accompanying Commissions for John Adams as first mate and Benjamin Gunnison as second mate of the Revenue Cutter SCAMMEL. I beg leave to nominate Samuel Odiorne for the third mate of the said cutter. This person who is just returned from abroad was recommended to me some time since. His character is good and the most acceptable that has been proposed. His being absent prevented my troubling you with his name til it should be known that he would accept the appointment.

Joseph Whipple
Jan. 30, 1793.

To Tench Coxe, Comptroller

In addition to the draughts transmitted and mentioned in my letter dated the 20th instant, I have now inclosed herewith a draught of Piscataqua Harbour and adjacent Sea Coast copied from Barnsley's charts, the principal purpose of which is to show the bearings of the Lighthouse from Sea and in what degree its proposed elevation would increase its visibility as to its extent on the Sea Coast. This draught tho not accurate will show also the Situation of several rocks to which the afficing of buoys are recommended.

I inclose also the Copy of a draught of the harbour on a large Scale and which having been made from surveys can be depended on for its accuracy. To these papers, I have added a small Map of the State of New Hampshire, an improvement on Holland's (?) Map which though not perfect on the Northern frontier is well done on the Sea Coast and the Southern and Western boundaries.

In the return lately made in answer to your circular queries, I confined myself principally to those queries but I will take the liberty now to remark that the Ground ceded to the United States with the Lighthouse includes a fortification which had been supported as such upwards of 100 years and the establishment was considered as usefull and necessary. Till the Revolution a considerable military force was supported here in time of War and it was supposed to be capable with the assistance of a Small Fort on an elevated spot of ground on the oposite shore in Kittery to resist any Sea Force that was apprehended might attack it. The peace establishment was a-Captain and 10 men whose Service was to keep the Fort in repair, taking care of the Guns and military Stores and give assistance to the Revenue department. It was an unfeiling practice and in compliance with the law for all Vessels to answer at this fort in

passing. I do not know that a military establishment would be relished at this time by people in the State or whether it would be thought proper by government, but it is ~~an~~ ~~thought~~ a pity that the Fort should fall wholly to decay, if it be thought proper ever to resume the use of it.

I conceive that both the Lighthouse establishment and the Revenue would be benefited by placing an officer at this Port who might have the charge of the Lighthouse, be an Inspector of Surveyor of the Customs and have under him a Suitable number of hands to man a boat (which number might be 4 or 6). These might be drawn from the invalid pensioners (Now at half pay) if such could be found who are capable which I think not improbable, the employ of whom should be to attend the Lighthouse, Visit vessels and keep the Fortification in Repair.

Should it be thought proper to adopt an improvement of the kind now proposed, I would take the liberty to recommend for the office to be appointed Mr. McFarland who I am informed was a brave and deserving officer in the Army and from the Character that I have had of him, I think he would be an Active and vigilant officer and such an one I conceive would be requisite in that Station for though I have the satisfaction to know there are but few in this Port who are disposed to depart from an honest compliance with the Revenue Laws, yet I am sensible there are some who wish a disconnection between the Lighthouse (situated as it is, overlooking every movement in the harbour) from the Custom House, which would admit of more convenient opportunities for the practice of fraud.

I have considered myself as not authorized to make any alterations in the Construction of the Lanthorns of the Lighthouse or of the lamps without direction but I would now request permission to adopt for trial

Joseph Whipple.

the kind of lamps made use of in some other Lighthouses, the expence of which will not be considerable and if successfull the same may be removed to such Lighthouses as may be hercafter built. Having heard that the Lighthouse at Nantucket was illimined equal or preferable to any as to the construction of lamps, I have sent for a description of them which I would wish to adopt or such other as you may have reason to offer. I am, Sir, etc etc.

To Tench Coxe

Feb. 4, 1793.

In recommending a gentleman in my letter to you of the 30th ultimo, the christian name was mistaken which I beg leave now to correct. The person intended is Major Moses McFarland, who I am informed is now in Philadelphia. I am, Sir, etc etc.

To Alexander Hamilton

April 13, 1793.

I have to advise you of a Small Seizure in this district of one bag cocoa and four bags of Coffee, the particulars of which are as follows:- The Brigantine RISING SUN arrived on Saturday the 30th ultimo from the West Indies. In the night following an officer of the Cutter SCAMMEL laying not far from the Brig, discovered people on board the latter who appeared with Silence to be delivering goods over the Side of the Vessel into a boat. On the approach of the officer, the boat put off with two men in her. The boat was followed by the officer and having put on shore was found with the above mentioned Coffee and Cocoa in her, which was accordingly seized together with the boat.

The Manifest of the Brig has been transmitted to the Custom House the day of her arrival. On Monday the master entered his Vessel

Joseph Whipple

and his Cargo consisting of Salt and other West India products. He also produced a memorandum of sundry bags and barrels of Coffee Cocoa and sugar that had not been inserted in the Manifest previously delivered, being adventures of the Seamen and which he informed me the people had acknowledged to be on board on his examination of them. After seizure of the boat, these goods were accordingly found on board after the delivery of the rest of the Cargo and are of the value of more than 200 dollars.

As the district Judge is wholly unable to transact business, no libel can be prosecuted on this Seizure or on the penalties to which the transaction is subject.

I request to be favoured with your instructions on this matter considering the circumstance of defect in the Judiciary Department.

I have the honor to be etc etc.

To Tench Coxe

May 22, 1793.

Perceiving by your letter of the 15th ultimo that a final report on your directions respecting the Lighthouse dated the 30th of March is not required untill the 1st of Dec. next, I presume I shall be enabled to procure before that period with some degree of accuracy information of the Value of the building contemplated and the cost or value of such buoys as may appear necessary.

In my enquiries which relate to the 10th and 13th queries of your letter above referred to, it would be of great value to me to be possessed of some information which has been collected at the Treasury on those articles. To this end, I will take the liberty at this time and hereafter, if it shall appear necessary, to request information of you relating to such parts of the business as you may find

convenient to communicate.

A Stone Lighthouse is the kind thought most proper by every one interested in the establishment. The relative dimensions of such a building would be necessary to be known in order to the obtaining from any persons disposed to contract, the terms on which they would undertake it and to facilitate an estimation of the quantity of Stone and Lime requisite and a knowledge of the amount of labour would be usefull in the forming of judgement whether the terms proposed were reasonable or not.

In a draught transmitted to you some time since, the diameter of a building 78 feet in height is stated at 26 feet at the base and the thickness of Wall at 7 feet and 2. This thickness of wall at bottom was given because it was conceived necessary that one of the walls should be perpendicular, or nearly so, in order to give strength to the building. In communicating this plan to a mason, I was informed that this precaution was unnecessary and that the inner as well as the outer wall might be drawn in as it is advanced in height with Safety to the building. As we have but few or no workmen here who have either theoretic or practical knowledge in Stone work of this nature, I cannot be informed or venture to decide whether a perpendicular or an oblique wall whould in this case be prefered, or whether the latter would be admissable on architectual principles. If it would, a wall 3 or 4 feet at Bottom and 2 feet at top might be substantial enough and would be a great saving of stone from the draught exhibitted.

The information that I now stand in need of is- supposing the height of the building to be 78 feet, what diameter and what thickness of wall at top and bottom would be necessary, what quantity of Lime would be requisite, what number of days labour would be employed in

erecting.

The lamps are just received and opened. Several of the spouts of the Receivers (?) are broken off but can easily be replaced. Tryal of them will be made immediately.

In order to be forming a new contract for the attendance of the Lighthouse the present one expiring the 30th of June nextm it will be necessary to know the cost of Oil intended for its use, if it is to be included in the Contract as heretofore but I conceive it would be best to have the oil out of the next Contract as it will be difficult to estimate what quantity will be requisite for them lamps and the Spermacite consumes much faster than Liver oil. I am etc etc.

To Alexander Hamilton.

May 22, 1793.

I enclose you the copy of the journal of the Revenue Cutter SCAMMEL for the month of April last.

Capt. Yeaton informs me he has sustained considerable loss in furnishing provisions for the Cutter at 12 cents per ration for several quarters past and requests an augmentation of the stipend if he continues the supply and desires also the deficiencies of past quarters since his contract expired may be made up. His application on the subject I now enclose. His proposal of one shilling or 16 2/3 cents per ration considering the advanced price of provisions I do not think beyond its value. I am, Sir, etc etc.

To Benjamin Lincoln, Collector at Boston

May 27, 1793.

I have this evening received per post directions from the Commissioner of the Revenue to apply to you for a quantity of winter strained or pressed Spermacite Oil, which is limited to 1200 gallons for the use of the Lighthouse on the Island of New Castle.

Joseph Whipple.

I request that you will please to order about 500 gallon to be shipped immediately by Huntress and Morrill who are now in Boston. I wish not to exceed that amount as it will be sufficient for consuming over the hot months and we have not in readiness suitable vessels for securing it from Leakage.

You will be pleased to request the Contractor for furnishing the oil to pay particular attention to the Casks that they are well drone (?) and perfectly tight and that the Oil is the best Winter strained Spermacite. I am the more particular on this head As I have known oil put up in Boston for that quality which became so dense in the Winter that 3 parts of 4 could not be poured out of a barrel with the head out and it is of importance that it should be of the best quality especially that which comes into use in the Winter Season in this Climate. Be pleased also to direct the coaster who receives the Oil to shake (?) it into the hold of his Vessel immediately after it comes along side to prevent the effect of the sun on it. I am Sir, etc etc.

To Tench Coxe, Comptroller

July 8, 1793.

I enclose you my account for the Support of the Lighthouse in this State to the 30th of June which terminates Titus Salter contract.

Agreeably to your directions I am making tryal of the lamps which you sent me. I am also adopting the improvement of Ventilators and air pipes but not to the full number mentioned by you, conceiving it best to discover by a gradual introduction of the means for admitting the air and discharging the Smoke the number of Ventilators that shall be best adapted to the size of the Lanthern. I have caused to be 2 ventilators on the dome, 2 air pipes are introduced

in the sides below the lamps and one in the floor near the center. I shall make an addition to the number of ventilators and inform you the result of this improvement when further experience shall authorize a decision on their merits.

I enclose you according to your directions the copy of my letter to the Collector of Boston desiring a quantity of Spermacite Oil. I have received 5 teirces as minuted at the foot of this copy (299 gallons was received)

The value of a salary for the keeper of the Lighthouse must depend on the manner of attendance and the accommodations for his residence. The late contractor was allowed 180 (186?0) dollars per year for the Service of attendance only but little or no attendance was or could be given it in the night, the house of the keeper being so far from the lighthouse and being without an assistant, which he ought to have. I am of opinion that the Salary for a Suitable person accomodated with a house by the public and providing himself with an assistant (which he ought to have) should be 300 dollars per year.

In the place of the late keeper, I have employed as a temporary attendant one David Duncan, a wounded pensioner of the United States, who is unable to perform hard labour. I have agreed to give him 15 dollars per month for a short tryal. I shall continue him as his fidelity deserves. He is to take shelter in a small barracks remaining in the Fort which will serve him for a summer residence.

I am, Sir etc etc.

To Tench Coxe, Commissioner

Dec. 1, 1793.

In conformity with your directions to make on thisday my final communication on the subject of a new Lighthouse and other matters

for the security and safe passing of the Navigation in this Vicinity contemplated in the petition of the merchants of Portsmouth, I now transmit answers to the queries received from you under date of the 30th of March last with my remarks.

1. There are two situations on which a new Lighthouse might be placed which are esteemed preferable to the present Site, one of which is only twice the diameter of the Lighthouse from its present stand and the other 100 yards southerly toward the sea on the point called Polock Rock.

2. The advantage of the first of these over the site of the present Lighthouse is that its nearer approach to the channel will render it safer to strangers entering the harbour in the night but the deep water is so near the present Light that no accident has ever occurred on this account. However in case of erecting a new Lighthouse the conveniency for building on either spot would be equal, and the use of the old one would be retained while the new one is building. Of course the site nearest the channel of these two ought to be preferred in a line with the present Light from the outer channel (and 100 yards nearer the sea) vessels running for it might come nearer the Light with safety before they should alter their course to avoid rocks by which vessels in the night, especially strangers, would more effectually avoid the point proposed for this Site for which reason preference is given to it by several persons of good judgment who have viewed it. But the advanced position of the first proposed toward the channel would in a great degree remove the danger suggested and render the reasons for preferring the last described place of much less importance. The objections to the situation on Polock Rock are these;- its distance from the fort

walls and being at full sea surrounded with water will render the

access to it more difficult and an expensive causeway necessary.

2d that in case of the old fortress being hereafter occupied as such, this site will be in a direct line with the most important point for the defence of the harbour whereby the Lighthouse would on every occasion of firing from the Fort to an object without the harbour be exposed to great danger. Taking every circumstance into view, I am of opinion that the first described Situation ought to be preferred.

3d. The height of ground at the two described places are the same with the foundation of the present Lighthouse, viz, 5 feet above high water.

There is no situation of higher ground that can claim a preference to those mentioned in the judgement of all who have viewed them.

4th. The ground for the site of a Lighthouse in each is a firm Rock ledge.

5. A stone lighthouse is the most desirable on account of its durability as well as its safety against fire.

6. ^{Stones} ~~Stones~~ in a considerable quantity is near at hand composing the walls of the old fort. They are not of so good a form for the purpose as those procured in Durham on this River whence the transportation by water is 12 miles performed in one tide and by land from the waters edge from 5 rods to 300. The cost of stone from Durham for uses in this town is 8 to 10 dollars for a craft of 12 tons. In a contract for the whole quantity required for a Lighthouse they might be purchased for 15% less.

In erecting the Walls of the Fort much labour was expended and should there be a prospect of a future use of this spot for a Fortification great expence would be saved by preserving the Walls; much more than the purchase and transportation of all the Stone from
 Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Durham for a new Lighthouse.

7. The landing is safe at all times except when the wind is high and from the sea.

8. The grounds around (though rocky) are tillable and suitable for kitchen vegetables and grass and probably for grain and Fruit, its exposure to the Cold Sea Air renders the last article the most doubtful

9. It is found by the best observations that could be made that a lantern elevated 78 feet (or 83 feet from high water) would show a light at sea over Friars Island which would increase visibility one third of its present extent on the Sea Coast. Therefore a Lighthouse of this height, of the diameter of 26 feet at the base and 13 at Top with a lantern according to the improvements known to be the best in the United States is desired.

10. I have received the estimate of the New Lighthouse to be built of Stone 78 feet high to the floor of the lantern, 26 feet diameter at the base, 7 foot wall, and 13 feet diameter at the top and 2 foot wall. One of these is from a mason who has been employed on shore work in laying celder walls only, his estimate is Dollars but he would not undertake the work. The other is from a person who has been in the business of supplying stone from Durham. His estimate is Dollars but he would not undertake on these terms without consulting workmen who have actually been employed in erecting such a building which he has had no opportunity of doing, nor can any amount of the cost be procured by me from any neighboring lighthouse.

It is my opinion that both these estimates are erroneous, the first greatly short of what should be the value and the latter exceeding it in a greater degree. According to my own estimate

I conceive the building including the lantern might be completed for about 4000 to 4500 dollars. It would I conceive be necessary on building a new lighthouse of stone to procure workmen from those States where building in stone has been in practice, wherefore the contract for the materials should be separated from the workmanship.

I have also the estimate of a wood lighthouse of the same dimension with an offer to contract for the building to be completed by the last day of August next in the best manner with a frame according to the plan transmitted herewith to be covered with boards and shingles and 2 coats of paint. The person who exhibits this draught is an ingenious and capable carpenter and will complete the work for 1500 dollars by the time above mentioned if he shall by an early decision on the matter have opportunity to commence the preparatory work by the 1st day of Feby. next.

I beg leave to add my opinion in this place, that unless greater knowledge can be had on the subject of Stone work than appears to be attainable in this vicinity, a wood Lighthouse would be most advisable. It appears that a wood lighthouse (exclusive of lantern) would be completed for 1500 Dollars. If we suppose a Stone one would cost 3000 dollars, the interest at 4% on the difference would be 60 Dollars per year, a sum which would preserve a wood building by giving it 2 coats of paint every 8 years besides other occasional repairs and insuring it against fire for 100 years and leaving a sum at that period sufficient to build a new House. But I have good reason to think that a wood lighthouse situated as that in this State is, surrounded with water, the exhalations from which are so highly charged with salt would not be subject to decay. It is observable in the present building that there is not the least

appearance of decay in the wood work within or without altho it has stood upwards of 20 years and has not received such repeated coats of paint as would have been best for its preservation, whence I am led to think a wood building in that situation well finished at first and secured against the weather by proper repairs would last 200 (?) years or upward.

11. The intercourse between the Custom Houses and navigators renders a connection between the former and Lighthouses generally proper. The situation of our Lighthouse in so particular a manner facilitates the security of the Revenue, that I cannot but think it expedient to have the keeper of it an officer of the Customs and the Separation of the Superindency from the Collectorship can no otherwise be accounted for than a wish in the suggester to avoid that imputation on Navigation which the convenient situation of the Lighthouse affords.

12. A number of buoys and Beacons are desired and considered as necessary. Those which appear to claim the most immediate attention and from which the greatest benefits may be expected are as follows:

1. A Beacon or Tower on boon Island east from the Lighthouse distant about 7 leagues/ This should be of stone and whitewashed once a year. Stone is on the spot in great plenty, the dimentions thought best is about 30 feet in height and 16 feet at the base which would admit of a cavity that would give shelter to such persons as may be cast on the island. Instances have occiured in which such an establishment would have saved the lives or mariners and relieved the distress of many persons. The cost would be about 150 Dollars.

2. A Beacon on Sunken Rocks, a ledge bare at low tides, situate in the river 2 miles above the lighthouse. This might be a pier of 12 square feet cased with wood, the cost of which would be 100 dollars

Joseph Whipple

Some doubt of a pier of wood would resist the rapidity of the tide. Should this opinion prevail, a buoy might answer and be affixed for 40 dollars although it would not serve the purpose so well as the Beacon or Pier.

3. A buoy on Kitts Rock. This rock is without the harbour distance from the Lighthouse 1 1/4 miles and near the ship channel. This buoy might be constructed with pine timber or with cooper's work and affixed with an anchor with one fluke or a large stone; if by an anchor the cost would be 150 dollars, or by a stone about 75 dollars.

4. A buoy on Cod Rock within the harbor about half a mile from the Lighthouse, a nuns buoy may be affixed here for 30 Dollars with a stone.

5. A small beacon on Pumpkins Island oposite the town of Portsmouth would guard vessels from grounding on that Shoal, the island appears at about one third ebb. This might be erected for 20 dollars

I am Sir etc etc.

To Tench Coxe

Dec. 23, 1793.

I enclose you herewith a statement of the expenditures on account of the Support of the Lighthouse at New Castle and the attendance repairs and improvements in the quarter ending the 30th of Sept. last, the transmission whereof has been delayed for several accounts of persons living at a distance and which have just bee received.

Agreeably to your direction, I caused 2 dormant ventilators to be cut out on the roof, also several pipes for the admission of the air in the sides below the lamps and one in the bottom near the center. These improvements together with the use of Spermacite Oil in the New Lamps are found to make a material alteration in the appearance of

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Joseph Whipple.

the light, it being visible at a much greater distance than was known before.

The size of the Lantern will admit only of 3 of the lamps which were forwarded by you. Although they admit of the use of Spermacite oil which the former substitute would not, yet they fall short of the benefits experienced in construction of the lamps in the Nantucket Lighthouse, those at Nantucket requiring little or no attendance after fixing and lighting at sun set, whereas these require constant attendance. The attendant almost lives in the Lantern in the night. For a shelter for him, I have fitted up a barrack near the Lighthouse which is however but a miserable accommodation but without it he could not give proper attendance. I am, Sir etc etc.

To Trench Coxe,

Jan. 20, 1794.

I was favoured by the last post with your letter of the 4th Instant. The lamps in Nantucket Lighthouse (4 in number) are of the form and size of a quarter circle whose whole diameter is 21 inches, their depth is $4\frac{1}{2}$ inches, having on the circular part of each lamp 3 open or half round spouts projecting from the upper edge $2\frac{1}{2}$ inches; these rest on a Circular Sheet of Copper, 24 inches diameter, suspended by an iron shank. This sheet is so constructed as to serve the purpose of a receiver of the drippings from the Lamps. It will I conceive readily occur that the heat of the lighted wick, laying loose on an open spout and near the body of the oil will attract it more readily and admit the passage more freely than when the wick is confined in a circular spout which the oil has to pass through 6 or 8 inches before it reaches the fire.

I did conceive that a minute description of every Lighthouse

Joseph Whipple.

and the apparatus attached to them had been transmitted in conformity to circular directions or I should have been particular on this one as I have a great opinion of its preferable merits.

Mr Piley (?) Coffin, I am informed is the author of the improvement who has obliged me with what information I have on the subject. I have understood that the Gentleman was elected member of one of the houses of Congress for Massadhusetts. If so he may probably be now at the Seat of Government, to whom I would therefore refer you for a better description than I can give.

To Tench Coxe

March 13, 1794.

Your letter of the 20th ultimo respecting the nomination and appointment of a keeper for the Lighthouse I received by the last mail. In conformity with the new arrangements respecting the Lighthouse directed in your letter of the 15th April and 29th May a temporary keeper was appointed whose services commenced on the expiration of Titus Salter contract. Mr Salter not living on the Island and his deputy Elias Tarlton to whom it was also offered ~~de~~ declining to accept it on the Condition required, namely attending it in the Nighttime, which the present maps renders indispensibly necessary.

Major McFarland who had been introduced to me as a deserving officer in unfortunate circumstances had applied to me before this new arrangement, and it was my ardent wish to serve him, I accordingly recommended him in terms resulting from a confidence in the character I had received of him in case any establishment should be made at the Fort or Lighthouse worthy of his Acceptance.

I should have offered to him the temporary employment in attending the Lighthouse had I conceived the emoluments adequate to his

Joseph Whipple.

occasions of the Service suitable for him. He must have resided in an uncomfortable barrack and could not have done without an assistant which the salary of 180 dollars would not have afforded. I therefore appointed David Duncan, an invalid soldier of the United States who with his son, a lad of about 16 years of age are almost constantly employed night and day in attending and cleaning the lantern and Lighthouse, this employment was temporary only and will at the pleasure of the President be otherwise disposed of.

Major McFarland is a deserving and worthy officer, was disabled in the Service of his country and truly merits its attention. He has also, I understand, through an unfortunate misapprehension of his rank at the derangement of the army been deprived of a considerable part of his pay.

From this consideration I am induced to renew my recommendation of him as one who has a claim to the notice of his country and a proper person to be appointed to any military establishment if such should be made, or to the permanent care of the Lighthouse if such emoluments may be assigned to the Service as shall be acceptable..

Mr. Salter had notice that it was not the President's intention to commit the attendance of the Lighthouse to any other person to his prejudices but it would not suit him on the Condition of the new arrangements. I am, Sir etc etc.

To Alexander Hamilton.

April 25, 1794.

Sincethe receipt of your letter of the 3d instant (which came to my hands the 15th) directing the appointment of an agent for procuring labour and material and paying the disbursements of the Fortifications proposed for this harbour, I have taken much pains

Joseph Whipple.

but have hitherto not been able to prevail on a fit person to undertake the services of this agency on the terms of 3% Commission having this day received a negative answer to the last of the several persons to whom I have proposed the business. I have a hope of succeeding with a person living near to the supposed place for fortifying whose situation is therefore more eligible for the undertaking and with less expence to himself than a resident in this town, wherefore I shall apply to him immediately and transmit you the name when appointed. The Engineer is not yet arrived. I have the honor to be etc etc.

To Fench Cox

May 12, 1794.

I have received your favours of the 22nd and 28th April, the latter by the last post, which directs the placing two buoys and a beacon in this vicinity. By this letter which appears to give the ultimate direction, the particular place for affixing the buoys are not designated. Sunken rocks is mentioned as the place for the Beacon. The Act as appears by the contract directs two buoys to be placed in the harbor of Portsmouth, the places which appear most necessary for buoys are without the harbour; these are Kitts Rock and Stileman's Rock. The first is by every opinion esteemed the most necessary to be marked, the latter is more doubtful as people are divided in opinion respecting the preference to be given to it or some other within the harbour as next in degree most proper to be guarded against.

Be pleased to inform me whether they shall be placed on Such Rocks as may appear to be the most beneficial either within or without the harbour; if not it would be necessary to obtain an alteration in the Law of the principal object as it respects the placing of the buoys

Joseph Whipple.

would be defeated. I am, Sir etc etc.

To Oliver Wolcott

May 12, 1794.

Your letter of the 3d instant relative to the Sloop LUCY of Stamford I received by the last post. Capt. Yeaton in the Revenue Cutter SCAMMEL had arrived here the day before and has informed me of the Seizure of the said sloop and that he had transmitted the particulars to the Secretary of the Treasury.

I have however requested copies of the papers he might possess relating to that transaction which are herewith enclosed. I received by the express conveying the Act for continuing the Embargo (the paragraph at first marked thus (#) was inserted in this place.) ~~Expressed~~ from the Collector of Boston letters for the Collectors of the four easternmost Districts. These, the cutter being absent) I dispatched by the master of a vessel bound for Mount Desert which he engaged to deliver to the Several Collectors. The vessel was detained several days by strong head winds and did not arrive at the last District (Passamaquoddy) till the 1st of May. At the same time the Cutter ~~received~~ arrived at that port where the Sloop LUCY was found as related in the exhibit No. 1 to which and the other papers I refer you.

The expence of conveying the letters conatining the Act relating to the Embargo from hence to the eastern districts was 15 dollars, Be pleased to inform me to what account I shall place this charge. #Captain Yeaton delivered the LUCY to the Coll. at Passamaquoddy who requested him notwithstanding, to prosecute the Seizure as the distance from the officers of the district court rendered it inconvenient for him. I am, Sir etc etc.

Joseph Whipple.

To Henry Knox

June 25, 1794.

I duly received your letter of the 2nd instant April last inclosing directions to the person who should be appointed by me for the purpose of disbursing the monies appropriated to the Fortifications in this Vicinity.

I found a difficulty in procuring a suitable person to conduct this business but I flattered myself that by the time of the Engineer's arrival I should find one who would undertake on the terms proposed, but hitherto failing in this expectation and the Engineer (Mr. Rochefontain) having arrived here last evening, I am necessarily led to ^{commence} ~~communicate~~ the business myself which I shall conduct untill I shall find some person to relieve me. You will therefore be pleased to convey your instructions respecting this object through my hands at present. I have the honor etc etc.

to His Excellency, the Governor

June 25, 1794.

I have to inform your Excellency of the arrival in this town of Gen. Rochefontain who is appointed by the President to direct the Construction of Fortifications for the defence of this harbour.

The delicacy of this Gentleman's sentiments and his opinion of the propriety of the things induces him to suspend the commencing his operations untill he shall have opportunity of conferring with your Excellency on the Subject and it would be gratifying to him and interesting to the State that you would give your opinion on the Spot.

A corner (?) in this business having been assigned to me occasions my communicating to you General Rochefontain's earnest desire to see you at Portsmouth. I have the honor to be, etc etc

Joseph Whipple

To Alexander Hamilton

July 8, 1794.

The same difficulties existing respecting the acceptance of the agency for providing supplies and labour for the Fortifications in this port as mentioned in my letter addressed to you of the 25th April last, I have commenced the business myself and shall prosecute it agreeably to your directions. The Engineer has arrived and is directing the performances of the work. I have the honor etc etc.

To Alexander Hamilton

July 9, 1794.

Your letters of the 23d and 24th ultimo respecting the advances to be made to the Marshall etc etc.

To Alexander Hamilton

July 12, 1794.

Since my letter of the 9th instant, the Marshall of the district of New Hampshire applied for and received the second moiety of the 200 dollars directed to be advanced to him. The marshall explains to me that his request to you to which your letter to me of the 24th ultimo alludes, intended a desire to receive on the 1st of May and the first of October payments of 100 dollars at each period in addition to the moiety of 200 dollars he had received on the first of January last, making in the whole 300 dollars for the present year.

Conceiving that your instructions to me of the 2d July, 1793, restricts these payments to 200 dollars per year, I cannot consistent therewith make a further payment to him in the present year without your direction, it appearing to me that your last instructions respects only the times to be paid.

To Alexander Hamilton

Oct. 1, 1794.

I enclose you a statement of payments on account of the fortifications for the harbour of Portsmouth to the 4th instant amounting to 2229.24 dollars, the estimated amount of the expence of compleating the work directed by the Engineer is 348 dollars.

The sum appropriated for these fortifications as mentioned in your letter of the 3d April is 2527.36 dollars, 1000 dollars of which has been remitted to me by the Treasurer. The Engineer having conveyed information to me that an additional sum of 600 dollars had been directed, I shall proceed to compleat the works specified in his plan amounting as above to 2577 24/100 Dollars exclusive of commission with such other works (within the limits) as may be directed. I have the honor etc etc.

The above sums are exclusive of mounting cannon on which account 250 dollars has been received and 170 dollars expended.

To Tench Coxe

Nov. 3, 1794.

I have received your letter of the 20th ultimo in which you make enquiry respecting the extra quantity of Cottoh purchased for the lighthouse in the last quarter;—sixty pounds was supposed to be sufficient for a years stork. This Quantity was now procured because an opportunity presented of procuring a stork of a better grade than usual and the price was 15% cheaper than most have been given at retail or for a single quarter's supply. It has been found that 15 pounds is consumed in a quarter in the Lighthouse here. In some instances it has exceeded that amount. On questioning the keeper on this head, it has been discovered that he has too frequently drawn out the wick during the attendance in the night in

Joseph Whipple.

order to increase the power of the light. This has been done to a degree which I concerved unnecessary and therefore what was deemed an excess in this practice has been stoped. If your information is ríght respecting the Delaware Lighthouse, that it consumes only 15 pounds per annum, with eight lamps containing 32 wicks, there must be an improvement worthy of communicating as our Lighthouse has never consumed less than about 15 pounds per quarter or 60 lbs per year and only 7 wicks of the size used in it can be lighted with safety to the glass. I am Sir, etc etc.

To Tench Coxe

Dec. 31, 1794.

I received by the last mail your letter of the 13th instant. The difficulty respecting the placing of buoys for this harbour stated in my letter of the 12th of May in answer to yours of the 28th of the preceding month, arose from what I conceive to be an erroneous expression in the Act which directs the placing of "two buoys in the harbour of Portsmouth" when it should have said near the entrance, or off the harbour as the two places most necessary to have affixed to them these marks are without the harbour and a strict or literal compliance with the law I presume is desirable if not indispensably necessary in all cases that are practicable. But in expectation that the claim would be altered or that your construction of it would authorize their being placed on Kitts Rock and Stileman's Rock, I have prepared suitable buoys for those places, two to each, so as to have one to replace the other which should be thus shifted every half year.

The erecting a Beacon on Sunken Rocks was found to be impracticable within the limits. It appeared on proposals made for contracting that the expense of a pier on which the Beacon must be placed would

Joseph Whipple.

cost more than the sum granted, the rapidity of the tide being very great on those rocks. As a temporary substitute for this Beacon - have affixed one of the buoys prepared for one of the other Rocks intending on experiencing its utility, to propose a buoy for this place also instead of a Beacon, hitherto it appears to answer the purpose well.

I have deferred transmitting the amount of expenditures on this business untill the buoys shall be put down and the work finished, which will require a more favourable season of the year to effect. After your final direction but on a well grounded estimate, I find the expense will be within the limited sum of 300 dollars including two more buoys for Sunken Rock, should this alteration be agreed to.

To Alexander Hamilton

Jan. 23, 1795.

I have to state to you the amount of expenditures on the fortifications of the harbour of Portsmouth which including the blockhouse, a store and furnace and commission thereon is Doll.2874.06 the remittances which have been made me on this account 2877.35

Remaining in my hands	3.28
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There still remains to be performed work on the walls, principally in placing sods and earths which it was thought prudent to defer till a more suitable season of the Year, for which reason also and the want of properly seasoned materials, some finishing work on the blockhouse was also deferred. These together I conceive will not exceed 150 Dollars.

I have received on account of mounting the cannon 250 Dollars; the expenditures on this branch of the work including commission is 185.26; remaining on hand 64.74 Dollars.

- - - - I have the honor to be, etc etc.

Joseph Whipple.

To Samuel Meredith, Treasurer

Feb. 4, 1795.

At the suggestion of several persons in public office and by inconveniences which I suffer, I am induced to make inquiry whether provision has been made to disperse the Copper coin at the public expense, or if this has not taken place, whether my order would be executed at the Treasury for the transmission of the Value of one hundred dollars, more or less, in said coin on my own risque by any coasting vessel which may be coming from Philadelphia, the amount thereof to be remitted by me per post. I am, Sir, etc etc.

To Tench Coxe,

Feb. 23, 1795.

I have to acknowledge the receipt of, and to answer your letter of the 20th ultimo. I have been long since determined in my mind respecting the utility of a removal of the Lighthouse to any other Spot yet in deference to the opinions that may have been formed on an examination of the papers which have been transmitted. I have again taken the opinion of those who are most acquainted with the Subject, the result of which is that there is no spot so suitable for a lighthouse as the present Site unless two Lighthouses should be supported for this harbour.

Gerrishes Island is a greater natural elevation but no Vessel can come with a mile of the Spot on which a Lighthouse would be erected especially on the seaside. It is surrounded by dangerous rocks. Wood Island is a low flat, has not a more conspicuous view from the Sea than the present Light and its advance toward the sea is not more than about one half mile. Whales Back is a smooth rock covered with water at almost every full tide and like Wood Island is inaccessible in stormy weather.

Joseph Whipple.

The place called Odiorne's Point forming the southern entrance of little harbour and which I conceive is the spot mentioned by you as forming the "opposite shore which bounds the entrance from the Ocean" is one mile farther advanced toward the sea from the present lighthouse on which a light would be visible to a point 5 or 6 miles farther eastward than the present and would on these accounts be preferable to the present site, provided two lights should be supported, but without this provision it would be far less useful and safe than the present establishment as vessels making this light and coming up with it to a proper distance from the Shore would have to run one mile directly from it through a narrow channel bounded by dangerous rocks interseted by direct and oblique currents, tides and eddies and it is agreed by those with whom I have conversed on the Subject that it would be attended with great riscue to run into the harbour under the circumstances without a leading light in the front. Indeed the present Lighthouse or any lower object situated on the same spot with a small light would answer a much better purpose than the two; besides the saving of an additional expense of supporting two Lighthouses as it would be visible from Sea over Gerrishes Island.

I will however take the liberty to offer another opinion on this business, that considering the great expenses which have been incurred by the Government and the present advanced price of labour, and considering also the great improvements which have been made on the present light by the introduction of Spermacite Oil and that it is still capable of further improvements in the lamps, that the present Lighthouse will answer the purpose and the expense of building may be avoided untill a more eligible period in the affairs of the Government

Joseph Whipple.

to Oliver Wolcott.

March 10, 1795.

Having perceived by the newspapers the resignation of the late Secretary of the Treasury and your appointment to that office, I take the liberty to make an official transmission to you under that address. - - - - - Sir, Your Most Obedient etc etc.

To Tench Coxe

May 7, 1795.

I beg leave to remind you that the habitation of the keeper of the Lighthouse is a small uncomfortable barrack within the walls of the Fort lately built for the defence of this harbor which is now in readiness for the reception of the soldiers that shall be appointed for the station, the family and barracks must be removed on the Soldiers being placed in the fort. Be pleased to inform me what provision shall be made for the keeper's residence on this removal. Former experience hath evinced the great inconveniency of a distant residence. I can hear of no house that can be hired in the vicinity. I can suggest no alternative but that of erecting a building for the purpose on lands belonging to the public without the walls of the fort.

I request your consideration also of the present pay of the Keeper. He has for some time complained of the difficulty with which he had subsisted on his stipend. His family are his wife and 4 children 3 of whom are young. The present price of Provisions are for Indian Corn 100 to 117 cents per bush., and fresh meats 8 to 10 cents per pound. I entreat your feeling attention to this object and that you will be pleased to lay the case before the department thru which speedy relief may be obtained. I am, Sir, etc etc.

To Oliver Wolcott

July 27, 1795.

John Adams, first mate of the Revenue Cutter SCAMMEL having accepted the Command of a Vessel in a Merchant service has resigned his place in the Cutter; he has acted well in his station. I conceived it proper to transmit his commission which is enclosed herewith. I will take the liberty to recommend Benjamin Gunnison at present second mate to be advanced to the Station of first mate and Samuel Odiorne the third mate to take his place. I cannot at present name a suitable person for third mate who would accept the place. As soon as I shall find one whose character and qualification are suitable, I will transmit his name. I have the honor etc etc.

To Oliver Wolcott

Sept. 15, 1795.

At the request of the master and other officers of the Revenue Cutter SCAMMEL I have to state to you the losses which they have sustained in their rations for the year opast and especially in the quarter ending the 30th of June last. It has been a continued complaint that the sum allowed for rations have not defrayed the expenses of victualling but as it was found a matter of conveniency for the Officers to furnish their own provisions, the loss was submitted to when the amount was not very considerable. The great rise of provisions now rendered this loss too great for them to bear, I conceived it necessary you should be informed of the true State of the business. An accurate account has been kept by the master of the provisions laid in and applied separately for the use of the 5 seamen as stated in paper herewith marked by which it appears that the amount of the provisions expended by those 5 men as Doll. 93.12, on account of which I have paid the master 14 cents amounting to 44.54 leaving a balance of 44.54 to which adding 119.51 for loss

Joseph Whipple.

sustained in the five preceding quarters stated in the paper is 164.05 which Capt. Yeaton states to be the amount of the cost of Provisions more than he has received payment for exclusive of the loss on his own and the boys rations for the last quarter.

Captain Yeaton also states a demand marked No. 1 and 2 in paper for his wages and Rations prior to the date of his commission commencing at the time of his appointment when an order was issued to him to attend the building and equipping the Cutter, which I did not conceive myself authorized to allow without special orders for the purpose as similar charge he informs me has been allowed Capt. Williams of the Massachusetts Cutter.

The three mates of the SCAMMEL who messes together and furnished their provisions in the last quarter ending 30th June have also requested my application in their behalf for an allowance of 8 cents per rations in addition to the sum paid; it appearing that their Rations have cost 22 cents of which I have paid only 14.

Be pleased to give directions respecting their arrearages whether all or what part of them shall be paid and in what manner I shall hereafter provide provisions.

I conceive that the supply of articles proposed for the Rations of Seamen in the "act to provide a Naval Armament passed the 27th March 1794, would give intire satisfaction to the officers and seamen of the Revenue Cutter. The fluctuating prices of provisions renders it difficult to ascertain the value of the Rations for a longer term than from quarter to quarter.

To French Coxe

Sept. 24, 1795.

Agreeably to the means adopted for procuring oil of a quality

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Joseph Whipple.

Superior to the common Liver Oil mentioned in my letter to you of the 9th July, I have purchased 7¹/₂ barrels which have come from Fishermen on whom I would rely for their care in saving the livers and preparing the oil separate from that of common fish.

Spermacite oil is likely to become scarcer, it may be prudent to lay in a few barrels of the kind now purchased for our Lighthouse and if an additional quantity should be wanted for other Lighthouses to the amount of 20 to 40 barrels might be obtained here Sir, etc etc Oil purchased for the Lighthouse since 30th June, 1795.

July 2d of James Meaney (?)	1 Cask Cod Oil (42 Gals 12 Dols)	
	1 bbl	16.00
Sept. 11 of Dan Trefethen	1 Bbl Hake Oil, 15	5.71
" 14 Wm. Babson	7 " " " 206 ¹ / ₂	72.11

To Sec. of the Treas.

Sept. 30, 1795.

I have received from the Comptroller of the Treasury the President's Commission appointing Benjamin Gunnison first mate of a cutter in the Service of the United States to whom (on his arrival from a cruize I delivered it. I enclose said Gunnison's commission for second mate and beg leave to renew my nomination of Samuel Odiorne who is at present third mate to take his place.

The wages of common seamen in Merchant Service being advanced to a higher rate than a first mates pay in the Cutter, it will not be easy to find a third mate at present. When a suitable person shall be found who will engage in the Service at the established pay, I will transmit his name. I have the honor to be etc etc.

To Tenck Coxe

Nov. 1, 1795.

I enclose you my account of the Buoys affixed in the harbour

of Portsmouth in conformity with the Act of Congress of the 5th April 1794. In tryal of the timber buoys last year, 4 whereof have been constructed, I found they were heavy and would be more likely to break the chains where the Sea is great as on Kitts Rock than the kind which are made of Coopers work wherefore I have been endeavoring to procure 2 of the latter sort to compleat the set for the 3 places directed but these not being yet finished, I cannot include the cost in the present account and I hope they will turn out cheaper than those made of sollid timber. I am Very Respectfully etc etc.

To Tench Coxe

Nov. 25, 1795.

I received by the mast mail your letter of the 12th instant. The nature and purpose of the Brow on which an expense was incurred and charged in my account for the Lighthouse to the 30th Sept. is described in my letter which accompanied the account. It is a Bridge extending from the Bank of the Shore to the door of the Lighthouse which is situated on a rock advanced into the river more than 20 feet and is cut off from the bank by the sea which sometimes surround it. The door entering the lighthouse is 6 or 8 feet above the sill and on a level with the bank from which this Bridge extends. The arbitrary term BROW has been applied to the Bridge ever since it was erected with the Lighthouse and probably arose from the same name given in this part of the Country to the Bridge or Stage as it is sometimes called erected to pass from a pier or bank to a vessel in dock or on the stocks when building or repairing.

The objection to the charge for the Keepers employ on the repairs is apparently reasonable and which had occurred to me and as a principle could not generally be admitted. The nature of the work however is I conceive distinct from the attendance on the light

Joseph Whipple

and in the present case it was declared by principles of economy the keeper being handy at tools was with the Carpenter equal to him at less Wages and his fidelity in executing the work was more to be depended on than any other person that could be procured at the time. I would further add that the keeper of the Lighthouse has not been able to attend it since the introduction of the new Lamps without an Assistant for whom he has no allowance. It was therefore incumbent on me to employ him in a line not strictly his duty as keeper when an occasion should offer to enable him to subsist his present Salary (less than 50 cents per diem) being unequal to the Service and his support. I beg leave on this occasion to renew my request that an augmentation may be made to his Salary and provision for a suitable building for his habitation. I am Very Resetc etc.

To Timothy Pickering, Sec. of War

Dec. 4, 1795.

- - - -The work directed by the Engineer and which is finished with some trifling exceptions are

The Walls of the Fort 8 feet high within of stone sunk 3 feet in the ground and 3 feet thick, a sod or turf Wall without and filled in with earth, the whole 18 feet in thickness. This wall extends in the whole in the Northern, Eastern and Southern lines feet. A brick wall on the western line 8 feet high and 3 feet thick on a stone foundation sunk 3 feet in the ground, in length feet with a strong double gate through this wall and an arched brick sally way through the eastern wall.

A store of gunhouse of wood 36 feet long, 24 feet wide one story of nine feet rough shingled, shingled and the roof painted. A neat brick blockhouse 30 by 33 feet one story, hipped roof, a brick parapet secured by a wood cap and all the woodwork including cornices, shingling,

Joseph Whipple.

window frames and sashings neatly finished and painted.

A magazine under the Blockhouse covered with a brick arch 3 feet thick, which with the cellar was cut out of a rock.

A furnace for heating balls.

These are the works directed the amount of the expenditures thereon including the Agents cimmission at 3% is 3340.53. The whole of the above described wotk is compleated except the Carpenters work for finishing window shutters which has been delayed that the oak plank of which they are made may be effectually seasoned. Estimated at 20, nails and shingles for do at 14, Capitals for gate posts or pillars 8 Painting the above 6.

To the work above performed I may add the cutting the cutting a drain from the Magazine, an unforeseen incident but indispensably necessary, through the sollid rock, it béing found that the declivity of the Rock on which the Fort stands inclining centrally drew the water to the Magazine and I apprehend that notwithstanding the drain the moisture of the place will render it unfit for a depository of gunpowder, at least for it to remain for any length of time.

My letter of the 18th Sept. stated an estimate of 280 dollars as necessary to finish the works directed in addtion to the sum of Doll 3127.34 which I inderstood had been appropriated for this Fortification, on which your letter of the 26th Sept. directed me to proceed on the work, sinhce which there has been expended Doll 213.33 and the above work estimated at 48 Doll remaning to be compleated.

I have further to observe that 250 dolls was remitted on account of mounting cannon. One carriage for a 32 pounder was finished under the direction of Co.1 Rochefontaine when he was here, the cost

Joseph Whipple.

of which was 179.87 dollars, no farther directions on this head (the mounting of cannons) has been received. No direction was given by the Engineer for forming the foundation for placing the cannon or for procuring other carriages than the one mentioned wherefore nothing has been done on either of these articles.

I am very respectfully etc etc.

To Tench Coxe

Dec. 30, 1795.

There are two buildings erected in the Fort contiguous to the New Castle Lighthouse besides the small barrack in which the keeper and his family now live, one of them is a storehouse without a chimney or any finishing within wherefrom not fit for a family in its present state. The other is a blockhouse erected to the accommodation of the Military but as there is none appointed or established at this fortification, the building remains unoccupied. It is a neat finished brick building about 30 feet square consisting of two rooms in the front about 12 by 15 feet each and a guard room back about 15 by 30 feet. This house would be a comfortable residence for the keeper and his family until a suitable building could be erected provided there be no establishment of officers or soldiers there but when this shall take place an immediate removal would be necessary. Respectfully etc etc.

To John Davis

Feb. 3, 1796.

In conformity with a law that passed in the last session of Congress and agreeably to the directions given in a circular letter to the officers of the Customs from the Comptroller office of the 14th of March last, I transmit you an account of my official Emoluments

Joseph Whipple.

and Expenditures as Collector of the Customs for the three quarters ending the 31st December last. Perceiving that the Act made it the official duty of the Comptroller to lay these amounts or abstracts of them before Congress and presuming that your report on the propriety of the increase or diminution of these emoluments may be expected or desired, I will take the liberty of requesting your obliging attention to my remarks in the account now enclosed.

I will observe firstly that the amount of Commissions and fees for these three quarters are more than the proportion for the year but if the net emoluments in the present statement (being Dollars 689.84 including salary) was the true proportion for the year it would yield only Doll. 910.18 per annum, a sum by no means adequate to the duties and responsibilities of this office. Although the importations are not very considerable in this district yet the returns in every particular being similar, the duties of the office of Collector is nearly equal to those ports where the commission on the Imports are double. The duties of the office are also very greatly increased by the late regulations respecting the registry, Enrollment and Licensing of Vessels, the exportation of Merchandise which fall heavily on the office of Collector and which indeed requires the constant employment of a clerk but the emoluments not admitting of this accomodation, I am under the necessity of foregoing this assistance three fourths of the time to the injuries of my health and sometimes to the delay of the public business.

To these considerations it will not be improper to add that the universally advanced price of the necessaries of life with which every housekeeper is impressed furnishes the strongest argument in favor of an increase of these emoluments. I therefore beg that

Joseph Whipple.

you will have the goodness to state your remarks on the proper occasion for the due attainment of the Object of my present request for a reasonable Compensation for my Services. I am etc etc.

To Tench Cox

April 19, 1796.

I enclose you herewith my accounts of expenditures for the Lighthouse in the quarter ending the 31st March which includes the additional Salary of 20 dollars per annum to the keeper of the Lighthouse. I thank you for your representations on this subject and could have wished that circumstances would have admitted of a greater addition to the keepers allowance. I am etc etc.

To Timothy Pickering, Sec. of State

May 7, 1796.

In compliance with your request I enclose you a copy of the list of Seamen of the Ship LYDIA on which is the attestation of the owners of the ship. It has been my constant practice founded on the instructions from the department under which I act since May, 1793 to receive duplicate lists of the Seamen of Vessels bound to foreign ports according to the form now transmitted one of which is filed in my office and the other being signed by the master in the presence of two persons I deliver to him with a Certificate of the following form "This certifies that the within is a true list of the officers and Seamen of the American Ship on her present Voyage to whose names are reported and entered in this office and that they are citizens of the United States" or "Citizens and Foreigner" as the case may be which was done in the case of the LYDIA. This certificate written on the back of the list of seamen and signed by the Collector cannot be mistaken as a forgery as there are four

Joseph Whipple.

papers with the same signatures accompanying the list in the vessels register, the Clearance, Sea Letter and certificate on the manifest of the cargo, The Naval Officer is generally one of the persons in whose presence the list is signed by the master who signs his name as witness and whose signature is also to the register and clearance of the Vessel.

I am informed by the owner of the LYDIA that three of the people who were impressed have families in great distress in consequence of their impressment and that one of them, a promising young man who went out with the agreement of taking the place of Mate of the Vessel on her arrival in Jamaica where the acting mate was to be discharged has lost his life in consequence of this occurrence. I am etc etc.

To Timothy Pickering

May 18, 1796.

Agreeably to the request in your Circular letter to Collectors of the Customs dated the 25th March to obtain and transmit you proofs of the impressment of American Seamen and other outrages committed upon our Citizens by British ships of War, I enclose you the depositions of the master and mate of the Brig THOMAS of this Port of the impressment of two of the seamen of said brig. The owner of this Vessel has stated to me a loss sustained by the impressments by its causing a deviation in the Voyage but which I forbear to transmit as the case is not accompanied by proper evidence. I have etc etc.

To Samuel Meredith

May 23, 1796.

By the Sloop NANCY, Moses Woodward master, who arrived here in April past, I received one keg, 15,000 cents which not being accompanied by a Bill of lading etc etc.

to Oliver Wolcott

August 12, 1796.

Having obtained the necessary information on the subject of your Circular letter of the 14th July relating to the Revenue Cutter, I have to answer four points stated therein as they respect the Cutter SCAMMEL.

1st. The necessary repairs having from time to time been applied her competency for Service is equal to what has heretofore been experienced. She is not a fast sailing vessel and on that account and her being too small for this Station it would be for the public service and comfort of the officers and seamen that she should be replaced with a more suitable vessel.

2nd. She will require no material repairs untill next Year say in 9 or 10 months when it will be necessary to sheathe the Bottom, to purchase a new suit of sails and nearly a compleat set of standing and running rigging the cost of which by estimation at the present very advanced prices will be as follows:- Sails, say 13 pcs duck and making up Doll. 200, Cordage say 20 coils at 17 Dollars Dollars 340, a total of Dols 780.

3d. The name and pay of the Officers and Seamen at present embarked on board. Master, Hopley Yeaton, 50 Dolls per mo., 1st Mate Benj. Gunnison at 35 Dolls., 2nd Mate Samuel Odiorne at 30 Dolls, Seamen Daniel Donnavin 15 Dolls., James Smith, 10 Dolls., Thomas Fowler, 7 Doll., George Yeaton, 9 Dolls., Bob Joseph Call 4 Dolls., and Boy Stephen Weeks, 4 Dolls.,

Payments have been made to the Officers and Seamen up the 30 June, 1796. The services performed by this Cutter I conceive to have been very important to the safety and preservation of the Revenue. The coast which is assigned to her, that of New Hampshire and the District of

Joseph Whipple

Maine extending nearly 300 miles is filled with harbours, rivers and creeks many of which have been convenient places for fraudulent practices which have been checked by the attention and vigilance of the officers of the SCAMMEL. The services for the year past consisted in cruizing on the above mentioned coast, in entering and examining the harbours and rivers, in examining vessels papers, instructing the ignorant coasters and in bringing to justice those who break the laws. Instances of fraud and contravention of the laws have been discovered and prosecuted and some of them failed by unaccountable determinations of Courts.

4th. A competent set of hands may be procured for twenty dollars per month, those at present employed are chiefly youths and such as at present are deterred from engaging in foreign voyages on account of impressments to which they are liable. I have the honor etc etc.

to John Steele

Sept. 5, 1796.

At the request of Capt. Hopley Yeaton master of the "venue Cutter SCAMMEL appointed for the Northern Station and of his officers I am to renew the application formerly made to the Treasury Department for allowances to said master and officers for arrearages claimed by the master and for losses sustained by them on account of their supplying the Vessel with Provisions. In order to the right understanding of the business it will be proper that I should recur to the earliest date of this establishment. There was first appointed certain specified details for rations which was supplied to the value of 9 cents per ration but this was found very inadequate and an augmentation was made to 12 cents with a proposal of a contract at that rate with an alternative on failure of a contract of furnishing a

Joseph Whipple.

satisfactory supply of Provisions by the Agent. The latter was considered as subject to great increase of expence and waste of provisions. I therefore closed with the Master's offer to accept the contract at 12 cents for a limited time. When this time expired I prevailed on him to supply for a further short term though it was evident from the advanced price of provisions he must have suffered considerable loss. It was found the least expensive mode to allow the master a certain rate per Ration rather than to supply the articles and this was rendered the more convenient from the officers dieting with their family when in port and furnishing provisions for themselves from thence. Thus a great saving it was presumed would be made both to the officers and the public. Captain Yeaton continued to supply having my assurance to represent the case and endeavour to obtain an allowance in addition to the rate per ration at which his account was made up and some general mode of supply adopted which would apply to all Cutters but no directions having been given on this head and the price of provisions becoming enormous I have latterly paid the actual cost of the provisions and allowed for the extra rations of the officers the same proportion which the Ration of common provisions have cost them. The losses for which allowance is now claimed by the officers is the difference between the cost of provisions purchased by the master for the Seamen and the officers for themselves including their extra rations charged at the same proportion and the sum which has been paid by me and charged in the several accounts quarterly from the 1st of July. 1793, to the 30th of Sept., 1795.

The arrearages claimed by the master is for wages from the 14th October, 1790, which time he states to be the date of his

Joseph Whipple,

appointment untill the 1st of March, 1791 when his commission is dated and for Rations for the same term being 158 days. I have to remark on his claim that Capt. Yeaton during his term withheld himself from any other employ or Service and attended to the building of the Revenue Cutter but I did not conceive I was authorized to make up his pay farther back then the date of his Commission untill I should receive instructions therefor. I am etc etc.

To Tench Coxe

Nov. 30, 1796

I have received your letter of the 15th instant and in conformity with your request gave an explanation of the use and necessity of the two new buoys charged in my account of expenses for the Lighthouse establishment to the 30th of September last. The law and directions founded thereon required that to three Rocks or Shoals should be affixed Buoys for the safety of Vessels approaching and navigating Portsmouth Harbour, these were Kitt's Rock, Stleman's Rock and Sunken Rocks. It must be admitted as an indispensable provision that there should be two Buoys to each of the Shoals having one spare Buoy to each as well to replace in case of loss as to relieve or shift half yearly at least the one in use which will by that space of time become foul, waterbroken and heavy. Four were constructed of largest size timber bolted together and reduced to the form of a Nuns Buoy. These four were considered as sufficient for two of the places leaving a spare, one for each. There remained now one of the Rocks to be provided for which was temporarily marked with one of the spare buoys. It was my early intention (as there was no particular sort directed) to vary the kind of buoy for experiment and to procure for the third Rock two can buoys constructed of coopers work

Joseph Whipple.

which were accordingly agreed for but it being discovered that the person who contracted to finish them was not competent to the undertaking and that the work would be badly executed, they were given up and two more timber buoys of simple construction and much cheaper but which I conceived would answer for Sunken Rocks were substituted in their place and these being added complete the Set originally intended and are the two timber Buoys charged in the account. Economy in the highest degree has been studied in this Business. I am etc etc.

To Oliver Wolcott

Dec. 12, 1796.

I wrote you the 9th instant acknowledging the receipt of your letter of the 28th November. Immediately after its departure upon questioning on the subject of it, it was recollected by my Clerk that he had put up a sealed packet received some time since from the postoffice which from the fold and size precisely resembling several packets before received containing passports, he concluded were its contents and had from this impression neglected on my coming into the office to deliver to me with other letters from which he had separated it which he had untill the present inquiry forgotten. In opening this packet it was found to contain your letter of the 24th October the two Contracts and bond to be executed by James Hackett and a letter from the Treasury covering draughts for five thousand dollars.

To Samuel Meredith

Feb. 28, 1797.

I have this day received your letter of the 15th Instant enclosing your three draughts for 1000 dollars each on the Cashier of the Office of Discount and Deposit at Boston for the Smiths who have contracted to supply the Iron work for the Algerine Frigate

building at this port. I am Very Respectfully etc etc.

To Oliver Wolcott

April 22, 1797.

I have paid this day to Elisha and James Hill one of the Treasurer's draughts of one thousand dollars transmitted to me for that purpose, it appearing to me by a Certificate of the Inspector that the same was payable by their contract, on account of Iron work for the Frigate building for the Dey of Algiers. I am etv etc.

To Oliver Wolcott

Oct. 23, 1797.

On the 12th of August, 1796, I answered your Circular letter of the 19th of the preceding month respecting "evenue Cutters wherein I particularly stated what related to the Cutter SCAMMEL appointed for this Station to which I beg leave to refer you. Conceiving that it might be the intention to replace this Vessel with one more suitable for the Service, I have forborne to apply any expenditures on her more than were immediately and indispensably necessary to enable her to cruise on the Coast in the Summer Season.

The sails and rigging are now so much worn that it would be unsafe to trust the Vessel at Sea in the Winter months. The usefulness of a Cutter on this Station has been so fully evinced by the many frauds known to have been prevented or detected by the SCAMMEL that I presume it will be deemed proper to continue the establishment.

In considering this Subject I have been led to inquire by whom a suitable Vessel might be built and I find that Mr. Hackett who built the frigate inteded for the Dey of Algiers would undertake it. I find also that there is a quantity of small timber in the naval yard in this harbour belonging to the United States that would be

suitable for such a vessel and which could not be applied to the use of a larger one.

The Scammel might probably be disposed of for a West India Sugar Droger (?) or some other use among the islands. I have etc etc.

To Oliver Wolcott

March 3, 1798.

I received by the last mail your letter of the 19th ultimo directing preparations for a new Revenue Cutter for which I have prepared advertizements sufficiently descriptive to produce proposals for that object. But considering that the fast sailing of a vessel is of the first importance in this case and understanding that Mr. Fox who has been employed by the United States as a Naval Constructor is highly skilled in that art and possessed of new improved knowledge on that subject I would take the liberty to suggest that it would be securing the valuable quality in this vessel of a swift sailer of the dimensions and draft should be obtained from Mr. Fox. Presuming that this suggestion may be approved of and adopted, I shall defer giving precise dimensions until I shall be possessed of Mr. Fox's draft or until I shall receive your further instructions. The proposals therefore now offered will go no farther than to designate the burthen of the vessel, quality of material and manner to be finished referring to dimensions to such as shall be given. It is not probable that the Contractor for the vessel would undertake to furnish sails, rigging etc, therefore they will not be comprised in the object offered for the Contract.

The vessel to answer the best purpose for a revenue Cutter for this station should be about 75 to 80 tons burthen, and if for carrying guns not less than 8 feet in depth of hold with a short quarter deck. It will I conceive be an object for reflection with

Joseph Whipple.

a Contractor whether a vessel of only 80 tons and so much as 8 feet hold can be formed for swift sailing. I have the honot etc etc.

To Oliver Wolcott

March 8, 1798.

I wrote you the 9th instant in answer to your letter of the 19th Feb/. in which I mentioned the burthen of 75 to 80 tons as the most suitable size for a vessel to be employed as a Revenue Cutter. I have had since further opportunity to inform myself on this subject by conversing with Several Navigators and with Capt. Yeaton of the Cutter SCIMMEL who are of the opinion that the burthen might be increased 20 or 30 tons and still be capable of all the purposes of a Revenue Cutter and by this increase of tonnage would be more suitable for carrying Guns, repeling attacks, and guarding the coast.

I am however still of opinion that a Vessel of 80 tons if to be used merely as a Revenue Cutter and on board of which guns should not be found necessary would equally as well serve the purpose and by saving a considerable expense be preferable. - - - I have etc etc.

To ?

April 17, 1798.

In consequence of my advertisement for the hull of a revenue cutter I have received proposals from five different ship carpenters or undertakers stating different prices from 28 to 40 dollars per ton to complete the vessel according to the Description contained in the advertisement excepting the cost of the copper for sheating. I have selected from the proposals received two which are the lowest in price and on other accounts most worthy of consideration, viz. Wm. Badgers and James Hacketts, extracts from which follows:

Joseph Whipple.

Willism Badgers Shipyard is at Newmarket on this River about 14 miles from hence. His term it will be observed is 28 dollars per ton and is the lowest that has been received.

James Hackett's Shipyard is on an island in this harbour and within a mile of the center of the town. His price is 28 $\frac{1}{2}$ dollars per ton. The terms offered by Mr. Hackett is far preferable to any other that has been received inasmuch as his timber is the best seasoned of any on the river, that he will use locust Trunnels if desired of which he has a quantity on hand well seasoned. An allowance is to be made by him for the Value of the iron work saved by the use of Composition spikes, bolts and rudder band if such are furnished by the U.S., the probability of every part of the work being in greater perfection in workmanship and materials, a full confidence in punctuality as to the time of completing the Vessel and being in a situation for daily inspection of any officer who may be employed for the purpose.

I have delayed forwarding these proposals in expectation of your further instructions and that dimentions and a draft might be obtained from Mr. Fox but as the proposals especially that of Mr. Hackett admits of adopting any dimentinns that may be required, in order to facilitate the business I now enclose them. I have etc etc P.S. I have just got your letter if the 3d instant in which the dimentions of a Cutter is given. I think there must be a mistake in the breadth, of 20 feet beam to 58 keel. The draft and model of Mr. Fox when received will probably explain this matter.

Extract from Proposal of Wm. Badger of Newmarket.

That he will build a Schooner of 80 tons burthen in a workmanlike manner launched and delivered in this port at the rate of 28 dollars per ton, to be completed in the manner and of the kind of materials

Joseph Whipple.

set forth in the Advertizement excepting the copper of every kind being provided at the public expense he will put it on.

Extract from the Proposals of James H. cckett.

That he will build the hull of a single decked Schooner for the U.S. of 80 to 120 tons burthen of such dimentions, scantlings, of timber and thäckness of plank as shall be directed of the best seasoned white oak timber and plank, the deck of white pine clear of sap and locust trœnnals if desired for 28½ dollars per ton including mastm spers, oakum, pitch, tar and turpentine, the joiners, painters and glaziers work, the iron work, the Plumbers work, the lead being furnished by the United States, to be sheathed with copper, the copper plates, nails, bolts and rudder bands of other metal than iron to be provided by the U. S., allowance to be made for the Iron work saved by the use of composition bolts etc so provided, to be compleated and launched in 10 or not exceeding 12 weeks from the delivery of the araft, dimentions and directions to proceed on the Work

To Oliver Wolcott

May 4, 1798.

Your letter of the 25th and 26 Oct., are received. the former yesterday and the latter this evening with the Naval Constructors opinions on the proposals for building a Cutter transmitted by :- I conceived there was an error in the transcript of the dimention being 58 feet keel, 20 feet Beam and 9 hold, my remarks on receiving them were from my own opinion, that a vessel would be crank with so short a beam and incapable of carrying guns. Several persons skilful in the act of ship building (and not carpenters) have since confirmed this opinion. Mr. Hackett is out of town and has not been consulted since those dimentions were received. he is expected

Joseph Whipple.

in tomorrow when I will proceed with the Contract but the model of Mr. Fox and the dimensions and scantling of every part would be very acceptable and I hope they will be forwarded in Season for Mr. Hackett to be guided by them.

On the receipt of your letter of the 25th, I sought after and purchased the canvas, cables, 1 anchor and agreed for the rigging finding those articles were becoming scarce and advancing in price. I also agreed with a founder for the metal bolts, spikes and rudder bands. The price required for them is 42 cents but is not to exceed the Price in Philadelphia. Be pleased to inform me what articles will be forwarded from Philadelphia, if any, that I may be enabled to govern myself in making purchases. And also respecting guns, carriages and other articles which may be requisite for the equipment of the vessels.

I request also that you will be pleased to advise me whether public monies in my hand, or what other funds will be applied to replace advances to the builder for materials, having already experienced a difference of 10 to 20% in favor of ready money in the few articles which I have purchased. I have the honor etc etc.

To Sec'y.

5/21/1798.

I enclose you herewith the Receipt of Nath'l. Rogers, late Marshall of the District of New Hampshire and the return of Bradbury Colby the present Marshall etc etc.

To Sec'y.

May 20, 1798

Mr. Hackett received a few days since the model for the Cutter and has entered into contract to deliver her in 12 weeks from the

Joseph Whipple.

10th instant. She will probably be launched two weeks sooner. I enclose a copy of the agreement. In the proposals it is expressly mentioned that the Vessel is to be "measured in the mode practiced in Philadelphia or Boston" wherefore he was unwilling to adopt any other having founded his calculations thereon in making proposals.

Mr. Hackett could not approve of the dimensions of the Vessel but considers himself bound to conform to the model received and he requests that the dimensions of the masts and spars be transmitted as soon as possible. These will be necessary also in order that the sailmaker may be set to work and it should be observed by those forming these dimensions that our white pine used for standing masts and bowsprits will require a larger size than the heavy pine more commonly used at the Southward.

I cannot find that copper for sheathing can be procured in this Vicinity; I am informed that there is none in Boston and I hope it will be forwarded from Philadelphia. I have the honor etc etc.

To Proprietors of the Hope Furnace, Providence Jan. 15, 1798.

Understanding that your works are in preparation for making cannon, I have to request you to inform me on ~~making~~ what terms you will furnish me with 10 neatly made double fortified 4 pound cannons suitable for a Vessel of about 100 tons to 120 tons, when you can deliver them, where whether at Boston or Providence and the price. They are for a public vessel and ready money will be paid for them. They must be light for their size and very neatly made, those cast solid would be preferred if any such are made.

I am etc etc.

To Stephen Higginson, Boston.

June.15, 1798.

I understand you have in your possession a number of double fortified 4 pound cannons with their carriages and other equipment complete and suitable for a vessel. I have occasion for such 10 such guns for the use of a vessel building in this port for the United States. I request that you will be so obliging as to inform me whether those you have are for sale and are suitable for the purpose mentioned and what your price is for them.

If your answer is favourable to the object of this inquiry, I will immediately send for them and remit you the payment. I am etc.

To Oliver Wolcott

June 1st, 1798.

I take the liberty to suggest to you that the defenceless state of our harbour exposes the revenue of this district to loss and the trade to insult by privateers and other vessels of war which may infest the coast, The harbour being easy of access, such vessels may enter by day or by night and there not being the smallest means of immediate defence the towns of New Castle and Kittery as well as the vessels laying in the outer harbour, where they frequently take shelter when bound to other districts as well as those destined for this port.

A return has been made to the Secretary of War of the Fortifications erected by the United States. It may not be improper to observe that there are no guns provided for the fortification. A number of cannon for 8 to 32 pounders are in the Vicinity belonging to the State, none of which are mounted, the old carriages being intirely useless.

I conceived it to be my duty to make this representation to you tho not immediately connected with my office. I would also observe
 Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Joseph Whipple.

that the Citadel by permission of the Secretary of War is occupied by the keeper of the Lighthouse, there being no other residence provided for him. I am, Sir etc etc.

To Oliver Wolcott

June 22, 1798.

I conceived it to be your intention by the directions given in your letter of the 16th ultimo that I should purchase all the stores that could be obtained here both for filling and arming the Cutter and that I should also decide on the articles proper for those purposes but as there will be time to submit to your consideration and your approbation a list of the stores which are considered here as necessary I transmit you the same for that purpose. If there are any articles contained therein which you consider superfluous be pleased to note them that they may be omitted and if there be any deficiencies be pleased to note them also. In the meantime, I shall proceed immediately to agree for those articles that are known to be indispensably necessary and which will require time to prepare. All the articles mentioned in this list can be procured here except the following: 20 tons iron ballast, 1 carboose, 10 cannon 4 pounders, 6 swivels, cannon and swivel shot, gunpowder, musketts, pistols, cutlasses. The two first articles (ballast and carboose) cannot be got but at New York or Philadelphia from whence I request that you will be pleased to order them. The cannon I have written to Providence for and expect to procure there. All the other of the above articles from the best information yet obtained I shall be able to procure at Boston. Ten Musketts and 10 pairs ordinary pistols and some small articles of stores may be removed from the SCAMMEL. I have the honour to be etc etc.

Joseph Whipple.

To ?

June 22, 1798.

I find in seeking after stores for the new cutter, the following articles cannot be procured here. 10 4 pounders cannon, 6 swivels, cannon and swivel shot, gunpowder, muskets, pistols and cutlasses. Will you be pleased to inform me of whom in Boston I can get these articles and the prices of them if known by you. I have written to the proprietor of the Hope Furnace in Providence respecting the cannon for information whether they will make them but have not their answer.

I wrote to Phila some time since for the copper and it is on its way here. I am etc etc.

P.S. Since ordering the above, I have letter from Obadiah Brown of Providence informing me that he can furnish cannon four pounders at 180 dollars per pair. Is not this an intollerable price ?

To Obadiah Brown

June 22, 1798.

I have before me your letter of the 19th in answer to mine of the 15th addressed to the Proprietor of the Hope Furnace. Since my letter was written it has been stated to me that the 4 pounders I want are to be purchased at 170 dollars per pair. Unless there is any late advance I should not be willing to give more than is given by other persons. Will you furnish them for that price ? If you will, be pleased to cast 5 pairs of neat handsomely made double fortified 4 pounders as soon as may be and have them ready for transportation as soon as may be for this port if opportunity presents, otherwise to Boston to the care of General Lincoln to be put on board the first vessel for Portsmouth - - - I am Sir etc etc.

Joseph Whipple.

To ?

August 8, 1798.

I enclose you herewith an abstract of the registry of Seamen in the District of Portsmouth in the quarter ending the 30th June, 1798. I cannot on this occasion of writing you omit to assure you that personal enemies by false representations must have affected my removal from an office which I executed with pleasure and attention and under a Government whose laws it was my greatest ambition to see respected. I have the honor to be etc etc.

THOMAS MARTIN COLLECTOR 1798-1801.

Joseph Whipple.

To William Miller

June 16, 1802.

Since my letter of the 2d ultimo, I have had the honor to receive yours of the 20th. Flattering myself that I should receive directions to invite proposals by public notice in the Gazettes or otherwise for erecting the Lighthouse at New Castle and also particular directions, models or draughts of the one proposed which might have been selected from the returns made by the several superintendents of Lighthouses in the United States and particular directions to proceed on the business, I have been at a loss whether to consider your said letter of the 20th the final direction on the subject and if intended as such I should be gratified by more explicit directions. It is possible that some paragraph of your letter may have been omitted in copying. I have nevertheless circulated inquiries for workmen and materials in order to facilitate a decision on such proposals as public notice for receiving them may produce.

If a description or model cannot be transmitted from your department of the Lighthouse which is to be erected it will be necessary

for me to procure such as are attainable in this vicinity;-indeed I have taken measures for this purpose but I am apprehensive they will not be so correct in description and eligible in proportion as those within your power to give, wherefore your further directions will be gratifying to me.

It is not doubted here that the cession of the ground by the State to the United States includes Pollock Block.

In your letter of the 2d April you are pleased to mention that you had comprehended the sum of 800 dollars in your general estimate to provide a dwelling for the keeper of the lighthouse, this independently of the Lighthouse might be contracted for and ought not to be delayed but for which I do not perceive that you have given directions. I am prompted to request this direction by an information this day received from the keeper that the rooms which he with his family occupies (and which is a quarter of a mile from the Lighthouse) is called for by the owner and from whence the keeper must remove in a few days. I am etc etc.

To Albert Gallatin

Aug. 4, 1802.

It becomes my duty to inform you of the decease of Mr. Adams, Surveyor of this district. This event took place on Monday last. I have appointed a person to execute the duties of the office untill one shall be appointed by the President. And as it may be your expectation or desire that the name of a suitable person to fill that office should be transmitted to you by me, I beg leave to name Mr. George Wentworth who has been employed in the duties of the Custom House and has evinced his attention and fidelity in office as well as his attachment to the Government,

Joseph Whipple.

The exorbitant prices demanded for Vessels suitable for a Revenue Cutter has delayed the procuring one beyond the time contemplated, having however embraced the first occasion which presented itself of obtaining one at a decent price which is now building and will be ready for service in about 6 or 7 weeks. I take the liberty of transmitting to you the name of Hopley Yeaton for Master and Benjamin Gunnison for mate. Cap Yeaton formerly served as master of the Cutter first established at this station and was an active and faithful officer. Mr. Gunnison who bore the first mates commission was also a faithful officer. etc etc

To Thomas T. Tucker, Treasurer

Aug. 17, 1802.

I enclose you the receipt of Michael McClary, Marshal of N.H. for 510 dollars etc etc.

To John Steele

Sept. 16, 1802.

I have received from your office under date of the 31st ultimo notice of the appointment of George Wentwortj, Surveyor of this district etc etc.

To Albert Mallatin

Sept. 27, 1802.

I had the honor to write you on the 4th ultimo requesting respectin the Revenue Cutter appointed for this station and informed you that I had contracted for a new one to be built for this use. I then took the liberty to name to you two persons for officers whose experience and fidelity in the same stations formerly entitled them to the recommendation. The vessel is now ready for the officers and seamen to take charge of her and she may be got to sea in a few days. I beg leave now to renew my nomination of the officers Mr. Hopley

Joseph Whipple.

Yeaton for Master and Benjamin Gunnison for Mate. I have employed Mr. Gunnison to look after the Vessel while building and to attend to her rigging.

Col Langdon who is well acquainted with the character and quality of Capt. Yeaton informs me he has written to the President of the United States respecting him. I have the honor etc etc.

To William Miller

October 10, 1802.

Agreeably to your recommendations per your letter of the 13th of August I have extended notice for proposals for erecting a Lighthouse on Pollock Rock to Boston which together with the notice in the papers in this State has brought forward a number of persons none of whom have yet offered proposals which I conceived worthy of transmitting to you at present but several of them having requested time to make calculations and to inform themselves of the value of such parts with which they are unacquainted particularly the lantern. I flatter myself that in the course of the fall months I shall be able to find those whose terms shall admit of serious attention which shall be transmitted agreeably to your direction.

In the meantime finding much difficulty in procuring a residence for the keeper during the summer and for the winter impracticable I conceived it necessary to enter into contract for a house for that purpose forthwith of which I have agreed to pay 800 dollars to be completed by the first day of November and I hope this agreement will meet your approbation. In order to give dispatch to the work, I have advanced money for the purchase for the purchase of materials and am to make payment on the fulfillment of the contract. The cost of this building is greater than I contemplated but not

obtaining proposals for the Lighthouse with which to include it in the contract, the season so far advanced as left but a short time for the work and the necessity of it being evinced by the difficulty of procuring a residence on rent, I was obliged to embrace the offer which presented. I have the honor etc etc.

To Albert Gallatin

Nov. 16, 1802.

I do myself the honor to make a representation to you of an event which highly respects the honor and dignity of the United States and in the tendency injurious to its interests. The imbecility of the Judge of the district of New Hampshire is notorious, and a representation of it ought to have been made to the Government by the members of Congress from this State but probably the hope of his reclaiming has prevented. Suits brought on bonds have been delayed from the deficiency of the Court and embarrassments have been seriously attempted by attorneys opposed to the Government.

The case which is the subject of the present representation relates to the Ship ELIZA, Wm. Ladd master, owned by Eliphalet Ladd. This ship arrived at Boston from Bonavista in the month of September, the cargo consisted of the following articles, 189 Moys Salt consigned to Eliphalet Ladd, 2 boxes to William Ladd the Master, 180 goat skins, 4 pcs canvas, 1 second hand cable consigned to William Ladd the master as stated by the manifest by which the ship was entered at Boston. The two boxes and the goatskins were entered in Boston and a Certified copy of the manifest delivered to the Master and the permission to proceed to this port with the residue of the cargo agreeably to the 33rd Section of the Collection law. On her arrival here, the consignee of the salt, Eliphalet Ladd, made entry of it and secured the

Joseph Whipple.

duty. There remained now on board 4 pcs canvas and one second hand cable consigned to William Ladd on which the duties were to be secured. Several days had elapsed and no particular entry made of these last mentioned articles, when an informant appeared introduced to me by a letter from the Collector of Boston. The informant stated that he could make proof that a number of articles were taken on board the ship at Bonavista which had not been entered or reported at Boston and particularly two cables, one of them new and the other second (this last was in the manifest) of which there was undeniable proof they were purchased at Bonavista by the master as merchandize on his own account. On this information the inspecting officer was called upon respecting the merchandize on the manifest not entered by the consignee, namely 4 pcs canvas and 1 second hand cable. It was found the canvas remained on board and that the cable was landed for which no permit had been granted and on search it was found the new cable not entered on the manifest was also landed. Seizure was therefore made of both for landing without a permit, one of them being reported in the manifest, the other not. On inquiry respecting the value it was found the cost of them at Bonavista was 525 dollars and therefore the vessel was seized agreeably to the 50th Section of the said Collection Act. A libel was granted and the 11th instant appointed for the tryal.

In the meantime the Judge, soon after the seizure of the Vessel was induced privately to appoint 3 appraisers (persons known to be particularly adverse to the Revenue and to the Government) without the attendance or knowledge of the District Clerk or Attorney. These persons appraised the 2 cables at 240 dollars which had above 500 and the ship at 3000 wich was worth more than 8000. An order

was granted on this improper and concealed procedure for the delivery of the ship and the cables and without a certificate from the Collector of the payment of the duty as provided by law in case of a legal appraisement which the Marshall conceived he was obliged to comply with. This being done, the cables were immediately seized on the ground of the nonpayment of duty.

There the business rested until the 11th, the day appointed for the trial. The informant with a number of witnesses from Boston attended the trial. The court was opened at 3 o'clock and a few observations made, it being observed that the Judge was in a state of intoxication, it was moved to adjourn until the next morning. The Judge immediately ordered "Adjourn, I shall be sober tomorrow morning. I am now damned drunk."

The court was opened at 9 o'clock on the 12th, the business being resumed, the Claimant produced the evidence of a passenger on board the ship stating that in his opinion the Ship was in want of cables. The Judge refused to hear the proofs showing that one of the cables was actually reported in the Manifest as merchandize consigned to the Master and landed without permit and that the other, being a large new cable was bent to the anchor in an informal manner on her arrival on the Coast for the declared purpose of "saving the duty" by giving it the appearance of the ship's cable. At this stage of the business without giving any attention to the evidence or treating the cause with any respect or even decency declared it to be his decree "That the ship and cables be delivered up to the claimant. An appeal was claimed which was asserted to and retracted several times in a disorderly manner unbecoming an officer of the most subordinate station. The Attorney requested a certificate

that there was cause of seizure. This was refused with like indecency. The attorney also intrested him to give attention to the cause, that it was an important one with respect to the Revenue. The Judge exclaimed "damn the Revenue, Adjourn the Court." and the Court adjourned without day.

This ended the most farcial Court that perhaps ever disgraced the Government, mortifying to every friend of his country of whom many were present.

I hesitated at complying with the decree and suggested the reseizure of the property on the ground of the incompetency of the Judge but on the full consideration of the Attorney of the U. S., and other council it was judged best to desist from any new proceeding and rest it for further consideration whither an appeal should be made or claimed at a superior court.

I conceived it my duty not only as an officer of the Revenue alarmed for its safety under a dangerous example of fraud and fatal precedent of Judiciary decision but as a citizen feeling for the dignity of the Government in the solemn proceedings of its Courts of Justice to make this representation to you and shall wait your directions for any new measures that may be judged proper to be taken respecting Ship ELIZA or the cable stated on the manifest ~~xxx~~ as merchandizem or any other matter respecting the shipment.

I flatter myself that enquiry will be made of those whose official Stations will authorize a full and more particular statement of the proceedings of our district court and that a remedy will be provided by law as soon as Congress shall meet.

I have to lament with extreme regret that in thuseding my duty I have to expose the depravity of a man once remarkable for his decency

Joseph Whipple.

of behaviour at the Bar as an Attorney of strict moral rectitude and for whom I entertained personal esteem and friendship. I have etc etc.

To Albert Gallatin

Dec. 29, 1802.

The greatest calamity that ever befel the Town of Portsmouth took place on Sunday last of which the New Hampshire Gazette now enclosed gives some of the particulars. The store employed for containing public property as well as the Custom House was consumed. But I have the satisfaction to inform you that the books and papers of the Custom House were all secured and the loss sustained was only the stamping press, the seals and weights and some stores belonging to the Revenue Cutter. The weights can be restored to use. Some of the office furniture was consumed.

Among the sufferers are several persons indebted to the United States on bonds for duties which the present calamity will render distressing to them to discharge at the terms they are payable and it would greatly relieve and be singularly gratifying to such if a prolongation of the term of credit could be authorized by an Act of Congress as it is now in session and which would tend to evince the continued attention of the Government to relieve the distressed of the people. I have the honor to be etc etc.

To Albert Gallatin

Dec. 31, 1802.

I received some time ago from John Steel, Comptroller of the Treasury the President's commissions appointing Hopley Yeaton and Benjamin Gunnidon as master and mate of the Revenue Cutter. After delivering the Commissions it was discovered that the seals were missing. etc etc. I have the honor etc etc.

Joseph Whipple.

To William Miller

April 5, 1803.

After a long and close attention to the Act of Congress for rebuilding a Lighthouse in this district communicated to me by your letter of the 22nd of April last and directed in subsequent communications, I have not received such proposals as would justify my closing the terms of their reception but it is necessary now to communicate such as have been received.

The unacquaintedness with this kind of architecture of our mechanics evinced by the great variety of excess in calculations which have been produced to me led me to extend my notice and correspondence to every point on which probability existed of a favourable termination.

The result of all this is that I am enabled to transmit you proposals only from 5 persons for your examination and for the consideration with you of the Secretary of the Treasury and for his decision whether either of them can be accepted or not, all of which exceed the sum appropriated. A number of other proposals have been made but their amount has gone so far beyond the limits in their terms or are from persons in whom I could not confide for their skill in Workmanship that I have selected them only for your view on which it is proper I should make a few remarks.

No. 1. Proposals from Henry L.W(?) Wiggin residing about 10 miles from whence. These men are carpenters understanding in the construction of dwelling houses, but have had no knowledge of the workmanship of Lighthouses and their proposals far exceed the appropriation.

No. 2. Mr. Hobart lives in Pittston, district of Maine about 200 miles east of this town. I have corresponded with this gentleman on the subject and conferred personally with him. He is well

Joseph Whipple.

informed respecting these buildings, has attended the construction of several lighthouses and would procure good workmen for executing the several kinds of work in the best manner. His terms exceed the appropriation 850 dollars.

No. 3, Messrs Beal and Thaxter reside at Wingham about 20 miles from Boston. They are carpenters by profession and have erected several lighthouses in Massachusetts. They are recommended to me by Gen. Lincoln, Collector of Boston, who has employed them and who assures me they are faithful and skilful workmen. Their term exceeds the appropriation by 750 dollars.

No. 4. Silas Frink lives about 3 miles from this town, is an experienced and approved carpenter and is capable of constructing in the strongest manner any kind of framed wood building. His proposal is verbal at 5000 dollars.

No. 5 Benj. C. Gilman resides 15 miles from hence, is not a carpenter but is possessed of great mechanical ability and from his character I am of opinion he would cause the work to be executed in the best manner. His terms also exceed the appropriation by 650 dollars but is lower than any other hitherto proposed. From the advanced price of labour and materials I am apprehensive lower proposals than these will not be obtained this year or at any time while labour continues to be in so high demand. etc etc.

To Gabriel Duvall

May 2, 1803.

The Act for the relief of the sufferers by Fire in Portsmouth (passed the 19th of Feb. last) having been construed by several persons who have claimed the benefit of it, but whose cases I conceive does not come within the meaning and intention of the law, I am constrained

Joseph Whipple

to submit to your direction. I take the liberty to state to you the several claims that have been made. I have divided the different degrees of loss into classes and particularized some of them which appear to be nearly of the same degree as follows:

1. Class one are those whose house or store occupied by themselves were burnt with their effects.

2. Those who have occupied a hired house or store in which they lost effects.

3. Those whose house or store occupied by others were burnt.

4. Those who had goods deposited in stores not owned by themselves nor under their immediate occupancy.

5. One who lost a ship's sail in a sial loft that was burnt, value Doll. 50 and sustained other damage by waste of pilferage on removal to avoid the fire to the value of Doll. 140.

6. Those who apprehending damage from the approach of the fire, removed their effects to places of greater safety in which sundry articles were lost by pilferage or waste.

7. One who is a member of a fire insurance company established at Boston which company were insurers on some of the property lost by the fire whose proportion of the loss is stated to be 190 dollars.

8. Those who suffered a loss by the fire and are on bonds as Sureties subject to suit the principal being absent.

9. The first four classes I have admitted to the relief contemplated by the law and taken new bonds agreeably thereto, the remaining four being in my opinion either inadmissible or doubtful. I ask the favor of your direction whether they shall be admitted to the prolonged credit allowed by the law. I am etc etc.

Joseph Whipple

to William Miller

August 12, 1803.

I wrote you on the 22d ultimo immediately on the receipt of your letter of the 12th wherein I stated the improbability of effecting a contract for the Lighthouse at New Castle in the limits proposed. Considering that part of the work which had been included in former calculation might be omitted or delayed at present and being alarmed at a recent representation of the increased defects in the old lighthouse, I have concluded on such modifications as I conceived possible and have this day entered into Contract with B. Gilman to erect and complete the said building for the sum of 4300 dollars. The parts omitted by this modification though not indispensable for bringing the Lighthouse into use, are nevertheless essential to the completion of the establishment. They consist of a Causeway and part of the painting which may be done at a future time and I hope there will be no difficulty in obtaining an additional appropriation for that purpose. Be pleased to obtain the assignment of the requisite funds for the fulfillment of the Contract on our part which are to be in four equal payments the first of which I have advanced to him and the last is to be made on completing his contract on the 12th of Nov. next, I have the honor etc etc.

To James Madison

Nov. 19, 1803.

I have the honor to enclose you an abstract of the Registry of American Seamen who have received from this office Certificates of their Citizenship in the 3d quarter of the present year. Several impressments of seamen have taken place during the above mentioned quarter by British Vessels but in instances where the seamen were not provided with protection.

Joseph Whipple.

One instance of insult and pillage of stores and stock took place on a vessel of this port in the West Indies by a vessel having the appearance of a privateer who did not acknowledge to what nation they belonged, the appearance and language of the people were English. I have the honor to be etc etc.

To James Madison

Feb. 11, 1804.

- - - I have the pleasure to inform you that no instance of impressment of seamen or other ill usage has occurred to our trade has come to my knowledge during the said quarter except the impediments to our vessels entering the ports of Guadaloupe and Martinique under the pretense of blockade by British Cruizers. I have etc etc.

To Albert Gallatin

July 20, 1804.

The new lighthouse on New Castle Island at the entrance of the harbour of Portsmouth contracted for by Benj. C. Gilman being now completed and the payments therefor made etc etc.

The old lighthouse now remains to be disposed of. The wood materials on examination were found unsuitable to work into the causeway as formerly proposed and the building remains standing, these materials might be employed by the fishermen in this vicinity for repairing the fishhouses to whom it might be sold for that purpose.

The lantern which has a good iron frame and covered with copper. might be placed on any new lighthouse to which its size would be applicable and to which use I would recommend it. Its size 6 feet 2 inches in diameter and 5 feet 8 inches in height. I have etc etc.

To James Madison

August 2, 1804.

I transmit you herewith sundry papers relating to as proofs of the impressments of two American Seamen; James Garvin (?) and John Neal from Vessels belonging to this port.

No. 1 Is the master's protest on the impressment of James Garvin.

No. 2 The deposition of the master and the mate to the impressment.

No. 3, Deposition of John Collins and Thos. Garvin of the nativity of James Garvin.

No. 4, A copy of the proof of citizenship produced at the Custom House on which a protection was granted.

No. 5, The deposition Charles Blunt of the impressment of John Neal.

James Garvin tho' a seaman (on his first voyage) is son to a respectable farmer in this state and is valuable to his friends who have shown a painful solicitude for his release.

John Neal is a citizen of Massachusetts. I have the honor etc.

To James Madison

Nov. 13, 1804.

I have received from the Department of State under cover from Mr. Brent a letter from Henry Stoodley, an impressed American Seaman to the American Consul at Surinam with directions to obtain and transmit evidence of the Citizenship of said seaman which I now accordingly to said direction enclose herewith consisting of the following papers.

No. 1, a protection in the form issued to Seamen who produce proof of their citizenship.

No. 2, a Certificate from a notary public, on the production of which the said document called a protection is granted by the Collector, one of more similar to which has been issued by me to be transmitted

to the said Stoodley since his impressment.

Joseph Whipple.

No. 3 . . . deposition more formally taken before a notary of the citizenship and nativity of the said seaman.

The original letter from the Seaman to the Consul at Surinam I return agreeably to the request of Mr. Brent. I have etc etc.

To ?

Dec. 10, 1804.

- - - - - The smallness of the salary of the Lighthouse keeper being only 200 dollars per annum has long been a subject of complaint and is really insufficient for the support of his family consisting of five persons. Since the establishment of the military at the fortification adjoining, he has not received the smallest benefit from Garden, the raising of poultry or of swine which he formerly derived some advantage from, and circumstances does not admit of his availing himself of the vicinity of a good fishing ground to any advantage. No benefit from entertaining seafaring people or others has or can be received in his situation and as the size of the Lighthouse has been considered a criterion and very justly, other circumstances being equal, that of ours now 30 feet to the lantern will I flatter myself have due weight in considering the propriety of an addition to this Keeper's salary.

To Albert Gallatin

Feb. 24, 1805.

Agreeably to your approbation of the appointment of a second mate for the Revenue Cutter NEW HAMPSHIRE in this station, I take the liberty to recommend James Mitchell as a fit person for that office and considering it essential to the good of the Service, I have anticipated the receipt of his commission by placing him on board the Cutter on her present cruize the eastern boundary of the U.S. which I hope will so meet with your approval. I have the honor etc etc.

Joseph Whipple.

To Albert Gallatin

Sept. 18, 1805.

Complaints having been made to me by the keeper of the Lighthouse that the Soldiers in the Fort adjoining his dwelling pilfered his property and that disputes and quarrels frequently took place between them and his family arising from these petty thefts and to other abuses and notwithstanding the utmost care and attention of Captain Vales, the commander at the fort to enforce good order and discipline in the soldiery, disorder and abuse often occur.

These difficulties were apprehended to be unavoidable on the first establishment of the soldiery at the Fort unless a separation should be made between the family of the housekeeper and the Garrison.

I beg leave now to propose this separation which may be effected by erecting a fence on the southerly and westerly lines of the public ground leaving out the keepers house, the Lighthouse and a passage to the same. I have lately been on the ground with the commander of the garrison and we conceive the separation would be of utility as it respects the garrison as well as the lighthouse establishment.

If the project meets your approbation and that of the Secretary of War (to whom Cap. Vales and myself have written on the subject) be pleased to give the necessary directions for the purpose.

I conceive a considerable part of the labour might be performed by the soldiers

I have the honor etc etc

To Henry Dearborn, Sec. of War

Sept. 18, 1805.

Permit me to request your recollection of the objects which presented on your examination of the Fort at New Castle the last year at which time I had the pleasure to attend you thither. The peckerings which then had frequently taken place between the soldiers

Joseph Whipple.

and the family of the keeper of the Lighthouse and which from their contiguity was unavoidable still subsists. I have lately been on the ground with Cap. Gales in order to see in what manner these difficulties may be obviated and we have considered on a mode of separation which we conceive would affect this object, namely to erect a fence (of posts and boards) on the Southern line of the fort to the western boundary of the public ground near the fish flakes thence northerly to the water within the harbour leaving out south and west of the fence enough of the ground together with the Lighthouse and the keeper's dwelling house as will admit of a suitable passage. The plan contemplates the placing of a gate on the road leading off the parade westerly which Captain Gales considers useful as it respects the garrison.

I have written to the Secretary for his direction as it respects the Lighthouse establishment. I conceive that much of the labour in placing the posts for the fence etc might be performed by the Soldiers. Cap. Gales has furnished me with the plan of this fence which I enclose herewith. I think his estimate of materials is rather overrated. I have the honor to be etc etc.

To Albert Gallatin

Dec. 3, 1805.

I had the honor to receive your letter of the 5th October authorizing a fence to be erected between the Lighthouse ground and garrison of Fort Constitution. I have visited the place in order with Cap. Gales the commanding officer to decide on the line for placing the fence, and having agreed on this point, I have estimated with the utmost accuracy the cost of the materials requisite for such fence as Cap Gales conceives would be proper and which appears

Joseph Whipple.

to me necessary for the object contemplated in erecting it. We find the cost of materials consisting of lumber, boards, nails and spikes thus estimated amount to Dolls. 253,60. Cap. Gates informs me he has among his artificiers carpenters who may be employed for the greater part of the labour agreeably to arrangements made by consent of the Secretary of War. I think it would be proper however to employ one carpenter on whose care and experience in such work confidence may be placed for due economy in the application and care of the materials to prevent waste. By the above estimate it appears the 200 dolls to which the expenditure is limited will be inadequate to the purpose without taking into consideration any part of the labour etc etc.

I have also to request your directions respecting the old lighthouse which remains standing. It was formerly proposed to apply the wood materials toward making a causeway to the new lighthouse but on examination they were found unfit. It is indeed unfit for almost any use except fuel and but little value for that. In seeking purchasers I found only 10 dollars offered for the wood materials. There is much danger of its blowing down in which case the lantern would be ruined. I would recommend the selling of the materials at auction except the lantern which if sold in this manner would obtain only the value of the old iron and copper but may be applied to the use of a Lighthouse to which the size should be suitable being 6 feet 2 inches diameter and 5 feet 8 inches in height. I have the honor to be etc etc

To James Madison

Feb. 17, 1806.

I have the honor to enclose you herewith a return of the registry

of American seamen who have made proof and received certificates of their citizenship in this district in the 4th quarter of 1805.

I enclose also proofs of the citizenship of John Downing whose friends are anxious for his release, his name appears on the gazettes under the authority of the Department of State. His last letter to his friends (who lives near this town) is dated Greenock, Scotland, March 7, 1805, on board a British Ship of War which he writes PARTELLE, John Simpson, Commander.

A certificate of the attestation of James Gunnell that 30 American Seamen were detained on board a British Guardship.

A statement of Joshua Martin of American Seamen detained on board the British Ship CAMBRIEN lately cruising on our coast.

A list of 19 impressed American Seamen now on board the British Frigate DIANA. I have the honor etc etc.

To James Madison

May 18, 1806.

I have the honor to enclose you herewith a Return of American Seamen who have made proof and received certificates of their citizenship in this district in the first quarter of 1806.

I enclose also proofs of the citizenship of Robert Rogers born in Berwick, Noah Parker, Jun., born in Kittery and Thomas Jones born in Newbury port, in the State of Massachusetts, all of whom have been impressed and are detained on board British Ships of War. The father of Noah Parker, Jun., has stated me that his son exhibited a protection to the impressing officer who took it from him and tore it to pieces. In addition to the foregoing, I enclose a proof of the impressment of William Lear, a native citizen of this town of Portsmouth and who was forcibly taken from a vessel of this port and was in possession of a protection. I have the honor to be etc etc

Joseph Whipple.

Gabriel Duval

May 19, 1806

- - - - In the present accounts is a charge against the Marine Hospital similar to one in the preceding quarter - - - - Permit me to take occasion at this time to inquire whether any particular mode has been adopted in the Hospital agency for supplying applicants in such places like this where no public hospital has been established. The instructions to me as agent appear to restrict the relief to such persons as are not more properly objects of relief under the poor laws. The laws of this State respecting the poor are so humane that none are left without the means of relief. It is however considered here unreasonable that a Seaman having many years been subject to the tax should become an expense to his town when he can no longer support himself, or through a temporary debility should need relief. Many applications have been made to me by indigent seamen which I have resisted as the (?) mode of relief would encourage claims if admitted without great caution which would be very expensive. I have in the two instances which has been admitted, restricted the relief to medical assistance and necessary food. Should any new mode be directed, or practice admitted applicable to this district, your advise or instruction would oblige me. I am etc etc

To James Madison

July 25, 1806.

I have the honor to enclose you herewith an abstract of the Registry of American Seamen who have made proof of their citizenship and received certificates thereof in the 2d quarter of the present year. Thomas Miers and Ebenezer Powell stated in a letter from Mr. B. Smith to be impressed on board the British Frigate VOLONTAIRE from the Brig RIO of Portsmouth, N. H., do not appear on the list of

of Seamen lodged by the master dated the 3d of July, 1801, nor can their citizenship be traced. The RIO was sold foreign and it is probable these seamen entered on board after the voyage terminated as one of the seamen whose name is on the list and who remained on board until the sale of the vessel asserts that no such persons were known to him. I have the honor etc etc.

To Gabriel Duval

Aug. 20, 1806.

----- Inspectors appointed in this district are also placed on board vessels belonging to the town of Kittery which make entry at the port of York and are detained several days until an inspector from York is sent on board. I would take occasion to notice for your information and to obtain your opinion, that vessels belonging to Kittery continue to enter and clear at York both on foreign voyages and coastwise. It is understood by the officers of the customs of this district that by the Act of the 25th Feb., 1801, annexing Berwick and Kittery to this district, all entries, clearances, and inspection are to be made and performed under the authority of this district except that "the master of any ship or vessel having merchandize on board destined for either of said places may make entry at his option with the Collector of York and obtain permits for the delivery thereof as heretofore." There is reason to think it would be for the security of the revenue to confine the entries and inspection to one district.

To Albert Gallatin

Dec. 12, 1806.

The Act prohibiting after the 15th of November the importation of certain articles from Great Britain and its dependencies having

Joseph Whipple.

excited apprehension in the minds of sundry persons who had ordered shipments in England of merchandize within the description of the prohibition. Application was made to me for information of what would be the result of an importation when accident or unforeseen delay had protracted their arrival until after the limited period. But as the law makes no provision for a retention of its operation, my answer could only be, as my opinion, that by a fair exposure of their invoices and on a proof of the early orders and shipment of their goods, a favorable issue of an application to Congress for relief might be entertained. - - - - I have the honor etc etc.

To James Madison

Feb. 7, 1807.

I have the honor to enclose you herewith a return of the registry of American Seamen who having proved their citizenship in this district have received certificates thereof in the quarter ending the 31st of December, 1806.

I enclose also the cases of two American Seamen who have been impressed and are detained on board of British Vessels of War.

William Russell, born in Portsmouth, N. H., impressed from the Schooner MARSHALL.

No. 1 is the deposition of Sally Russell, mother of said William and Benning Morrill with whom he served his apprenticeship.

No. 2 is the letter of Captain Hath with whom he sailed, dated at Leghorn Sep. 26, 1806, to Captain Morrill informing of his impressment by an officer from a British armed brig who stated her to be the FISHELL, Cap. Williams but which he learned was the L'OBSERVATION Capt. Clisson.

No. 3 is Russell's letter dated 17th Aug. on board L'OBSERVATION at

Antiqu

Joseph Whipple.

Antigua to Thomas Thomas Lunt of the Sch. INDUSTRY then at that island soliciting Cap Lunt's interposition to obtain his releasement.

John Covel born in Belfast, Mass., impressed from the Brig TRITON

In both these instances of impressment it appears the impressing officer chose to conceal the true name of the ship and commander, and that has been the case in most instance that have come within my knowledge. From Capt Beck's account with corroborating evidence John Covel was impressed on board the Br. Frigate CAMBRIAN (?) who arrived soon after on one of the southern ports. I have etc etc.

To James Madison

Nov. 27, 1807.

I have the honor to enclose you sundry papers relative to the impressment of American seamen and the detention, pillage and condemnation of property of Citizens of the U. S. in vessels belonging to this district.

1. The affidavit of Abner Witham descriptive of his Son George Witham an impressed seaman on board a British Ship of War, refered to in a letter from the Department of State dated Oct. 6, 1806.
2. Ebenezer Berry an impressed seaman on board the British Ship SERVILIANTE, John Bligh, commander. Proof of his birth and citizenship and a letter addressed to him from his friends.
2. John Meding master of the Sch. SCYTHIAN, his deposition of ill treatment from an English armed brig supposed to be a privateer belonging to Dominica.
4. James Holmes, master of the Brig NEUTRALITY, his deposition to the capture of said brig by a British privateer Sloop called the FRIENDSHIP, John Connolly commander, and his detention at St. Kitts., tryal at Antigua and condemnation of 80 hhds and 16 bbls sugar which were american Property, the pillage of the vessel whilst the master

was absent at Antigua attending the trial and the impressment of 4 of his seamen by a British King's Brig called the HART, Coombs, commander.

No. 5, Joseph B. Hart, mate of the above mentioned Brig NEUTRALITY, his deposition to the impressment of the 4 seamen during the absence Capt. Holmes, viz Daniel Shays, John Ball, Theodore Young and James Hight, to which is added the deposition of said John Ball since his return home and who made his escape by swimming from the British armed vessel above mentioned.

I personally know John Ball and Theodore Young both of whom proved their citizenship and received protections at this office.

To James Madison

Feb. 2, 1808.

I enclose also the deposition of John Noble to the impressment of an American Seaman from the Schooner HOPE etc etc.

To Albert Gallatin

Feb. ?, 1808;

I have the honor to transmit your herewith enclosed my account of expenditures for the Lighthouse establishment in this State for the 4th quarter of 1807. In this account is included the expence of erecting a fence between the Lighthouse ground and that of the adjoining Fort. The sales of the decayed wood materials of the old Lighthouse is brought into the present account which having been sold on condition that the purchaser should take down the lantern leaves on hand a lantern 6 feet 2 inches in diameter and 5 feet 8 inches in height suitable for a small lighthouse which will require but little repairs etc etc.

Josepa Whipple

To Albert Gallatin

Feb. 10, 1808.

At the close of the 3d quarter of the last year, Benj. Gunnison first mate of the "evenue Cutter on this station being much afflicted with reumatic complaints requested permission to retire from the duties of that Station. The sudden resignation of this officer left no time to nominate one for approbation. I therefore accepted the offer of James Hooper who had been well recommended to fill his place for tryal. Mr. Hooper after about one month's service whilst on a cruize on the eastern coast of the U. S., was taken sick and after a short illness, died on board the cutter. James Mitchell, 2nd mate, being out of health has also resigned that office. I have placed on board two persons as 1st and 3d mate temporarily and I will forward their names for nomination when on due tryal their good character shall be confirmed.

The master of the cutter several years ago requested me to solisit the appoint ent of an additional officer to which you aceded (Oct. 29, 1808) but as no suitable person there presented and I conceived our peaceful coast admitted of the economy of saving that expense, none was nominated. Cap. Yeaton has now stated to me the usefulness of augmenting the armament of the vessel and proposes the addition of one mate and four boys and the vessel being too small for cannon, the means of defence with other arms would be proper. This he has stated to be 12 swivels, 20 musketts, 10 pair ~~xxxx~~ pistols, 15 cutlasses, cartridge boxes etc. The present crew of the cutter nonsists of 1 master, 2 mates, 5 seamen and 2 boys. By the improvement proposed they will stand thus:- 1 master, 3 mates, 5 seamen and 6 boys. It would be a valuable improvement in our public service that more boys be employed on the means of instruction introduced having in view the qualifications for seamen, navigators

Joseph Whipple.

and pilots and that this duty be assigned the Junior Officer, a suitable character being selected for that station. This plan might be extended to gunboats and other public vessels.

To Henry Dearbor, Sec. at War.

Feb. 22, 1808.

I had the honor to receive your letter of the 2nd instant and have in conjunction with Gov. Langdon applied to Mr. Peirce on the subject of a purchase of a few acres on his Island. He adheres to the price which he before named viz 750 dolls per acre, this unreasonable price being more than four times its value precludes farther treaty with him on the subject. The terms required by the owners of Fort Sullivan is equally exceptionably.

I have delayed informing you the result of this application until I should be enabled to discover the proprietor of that high spot of ground called Battery Hill on Kittery side of the harbor on which works were erected in the year 1746 when a French squadron was expected on this coast. I find this ground was the confiscated estate of an absentee and was sold by David Sewall of York who was appointed agent in that case. Judge Sewall writes me that on the sale of the land he reserved about 2 acres covering the site which now belongs to the State of Massachusetts. This spot I conceive would be ceded by that State for the purpose in question on application for it. Gov. Langdon will write the Executive of Mass., the result of which shall be communicated to you.

This is the most elevated spot on the harbour having the command of every part below the island and the ships entering must run one line in a line direct for it before they reach the present fort.

There might be erected a small by strong Battery with few Cannon at a little expence and being on the main may be succoured speedily on the

sudden approach of an enemy which would be more difficult on an island. The site appears to be more eligible than any other and may be supported at less expence and the ground obtained probably without paying for it.

If the Town of Portsmouth should ever be attacked for pillage or destruction, the approach to it would not be by the main channel which passes Peirce Island, no ship would venture on this rapid tide, but it would be by boats up little harbor or on the rear of the islands on the Kittery side which last would be prevented by the Battery now proposed. Such attacks would be repelled at little expence by a few travelling pieces equipped for horses which might be removed from place to place with great celerity, might be sent suddenly to the seashore at Rye where an enemy might land for pillage or to the western shore of little harbor. A provision of this kind with a few gun boats would I conceive be an effectual safeguard to the town and harbor. I have conversed with G.L. on the plan of travelling artillery and he (Gov. Langdon) is full of the opinion, considering the situation of our harbour and the neighboring shores that such means of defence would be preferable to an expensive permanent battery on Peirce Island. etc etc

To Gabriel Duvall

March 4, 1808.

--- Nothaving an established hospital or nurses for the sick, it becomes necessary to submit to the Physician the directions of the proper supplies of food etc. In Dr. Spaulding's account for Jacob Smith is specified agreeably to my request to him, every article which he directed and paid for as well as for his attendance as physician and surgeon. etc etc

Joseph Whipple.

To James Madison

March 25, 1808;

- - - - - I enclosed also a certificate of the citizenship of Samuel W. Fernald and the deposition of his father Daniel Fernald who produced to me a letter from his said son dated at Surrinam the 28th of Dec., 1807 informing that he was impressed on board the British Sloop of War DEPLERARY and was sent to the Br. Ship ULYSSES on board of which he was then detained. I have the honot etc etc.

To Albert Gallatin

April 4, 1808.

- - - - - As soon as the cutter receives her new equipments, I will dispatch her again for Passemaquoddy to cooperate with the Collector of that port whose vigilance has defeated attempts to evade the Embargo laws.

I would now beg leave to nominate for the consideration of the President, Nathaniel Kennard of Portsmouth for first mate and Joseph Livermore of Exstport for second mate for the cutter NEW HAMPSHIRE They have been on board one quarter and conducted to entire approbation. A third mate is put on board for tryal, whose name will be transmitted on the return of the Cutter from the next cruise if no cusse of objection should be discovered I have the honor etc.

To Albert Gallatin

April 18, 1808.

Having in pursuance of the directions in your letter of the 21st ultimo, given general notice of the permission to be given for vessels in Ballast to proceed to a foreign port for property belonging to citizens. Three instances of application only have been made, all coming within the authority and the time given by the 2d paragraph of said letter to grant permission without a reference to the treasury department. Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

The vessels referred to in the 4th paragraph of your letter of the 1th ultimo belonging to this district which may in my opinion be excepted from the general rule of giving bonds are of the following descriptions:

The craft denominated Gondola of burthen 10 to 30 tons. These are a flat open vessel employed altogether in the harbour as lighters to sea vessels and for transporting lumber, stone and other heavy articles.

The Whale boat with small sails and shifting masts, employed in large vessels abroad but at home in fishing from 3 to 12 miles without the harbour, burthen 2 to 3 tons.

Open boats, wherrys, flats, canoes, employed in transporting persons within the harbour and taking fish in the offing, burthen 5 tons and under.

To Albert Gallatin.

April 27, 1808.

I have the honor to transmit you herewith enclosed the application of Thomas Manning and James Rollins for permission to despatch a vessel in ballast to the Island of St. Vincents to bring from thence property claimed by them and for liberty also to take out materials for making casks to contain rum and molasses being the articles they were to receive by contract for the principal part of their property. The evidence of these claims have been produced, the validity of which I have no reason to doubt, they will be supported by the oath of the party.

It appears to be the request of the applicants in case of not recovering the property to be permitted to receive on freight the property of others. A question has been asked also whether the property of a foreigner might be received on freight should that of a citizen

To Sec. of the Treasury

April 10, 1808

Messrs Abel and Robert Harris merchants of this place have applied to me on the subject of a permission to dispatch a vessel for Bordeaux in ballast to take out property belonging to them deposited at that port in Oct. last amounting to 60,000 francs. Finding difficulty in obtaining a vessel here on suitable terms and in season for my official transaction therein, are determined to send to New York where a vessel to their more perfect accomodation can be procured.

Mr. Robert Harris, one of the partners in this house, having it in his intention to proceed to New York for the above mentioned purpose and probably to Washington to make his personal application to you and wishing to avail himself of such facilitation as he has ~~deserxvst~~ deemed an introduction to you would yield him, I have taken the liberty to give him this letter, and have to state to you that they have exhibited to me letters from their agent proving that they have property at Bordeaux to the above mentioned value consisting of brandies, wines and oil and which had already been shipped on board a vessel belonging to them and afterwards relanded by the supercargo on an apprehension that the existing maritime depredations rendered the transportation too hazardous to attempt, but which the owners are now desirous of obtaining.

The respectable merchantile conduct of this house and especially their correct observance of the Revenue Laws entitle them to my commendation. I have the honor to be etc etc

To Albert Gallatin

April 30, 1808.

I enclose you the application of George Cutts and Gilman Leavitt by their agent Edward Cutts and of Ass Dearborn for permission

to dispatch vessels in Ballast to the West Indies for property belonging to them, They have exhibited to me under oath proof of their respective claims.

These applicants severally have expressed an urgent desire for liberty to take freight in their vessels back of the property of other persons, should it so happen that by the failure of their agents or debtors or other accident their property cannot be obtained.

To Gabriel Duvall

May 1st, 1808;

I have the honor to enclose you a return herewith of American Seamen who have been registered in this office in the 1st quarter of the present year. In my letters of the 30th November, 1807 and the 25th March last are stated the impressment of sundry persons, the latter being in answer to a requirement from the Department of State of the 2d of Feb., since which I have had an interview with John Bell, one of the impressed seamen impressed from the Brig NEUTRALITY and had escaped as mentioned with first of these letters who having informed me that he left a number of American seamen on board the vessel from which he escaped. I have caused his deposition to be taken which I now enclose by which it appears there were 20 in number, the names of 10 of whom he recollected. I have the honor.

To Gabriel Duvall

May 10, 1808.

I have the honor to enclose you duplicates of two certificates of the Governor of the State in favor of John Langdon, Jun., and Joseph Low agreeably to the measure adopted by the President for admitting the transportation of Flour to towns on the sea board in those States whose interior supplies are not adequate to their consumption, one to the Collector of New York and the other to the

Joseph Whipple.

Collector of Wilmington, N. C.

I have the honor etc etc.

To Albert Gallatin

May 22, 1808.

I enclose you herewith duplicates of the Governor's certificates in favor of Heuben Shapley and Asa Dearborn of Portsmouth who have directed the shipment of flour and corn from Philadelphia and Baltimore, From my knowledge of the course of business of these persons and their conduct, I have no doubt of their integrity,

I would take this occasion to observe to you, Sir, that although it is known large quantities of flour and other provisions has been transported to Passamaquoddy from New York and the more Southern States, from Boston and other ports in that State and in Connecticut I can with confidence assert my firm belief that no provisions of any kind have been shipped from this port for any district adjoining a foreign territory in excess of the quantity necessary for the families of the owners and navigators of the vessels from such districts. The traffic between this port and those of the district of Maine for an extent of 300 miles consists of an exchange of firewood and lumber brought from these ports and for which they receive money, stores and provisions never scarcely exceeding 2 or 3 barrels of flour and 30 to 40 bushels of Indian corn and these shipments have not been increased since the Embargo laws took place. Our trade with the Southern States, from New York to Georgia inclusive, is the exchange of fish, oil, lumber and imported articles for such articles of their produce as are wanted here as corn, flour, pitch, tar, rice and cotton, not in large quantities of either.

A person lately from Passamaquoddy has informed me that 19,000 barrels of flour had been entered there in one week. This I think must be an exaggerated amount, but I presume you have correct details

Joseph Whipple.

from the Collector of that port. Our cutter is there to cooperate with him and I hope he has other assistance. I have etc etc.

To James Madison

June 14, 1808.

I enclose the deposition of Cap. Tibbetts to the impressment of Robert Gunnison, one of his seamen and the deposition of his near relation to his citizenship and nativity. His family and citizenship is also well known to me and he received from this office a protection in the usual form. I have the honor etc etc.

To ?

June 19, 1808.

----- At the term of the political mania of 1798 under the influence of the Tories I was removed from office. In 1801, President Jefferson from an innate love of justice reappointed me.

To Jeremiah Olney, Coll. at Providence

July 4, 1808.

Your favor of the 3d instant untimo informed me that 5 of the 12 swivels did not stand the test of proving and that they would be replaced in 10 days. I have omitted to direct their transportation by land as I had an expectation that the Sloop BETSY, Cap. Jeffers, who brought the guns for our fort in May would come from Providence to Boston to whom I had spoken to apply for these swivels. As the cutter for which they were wanted was on a cruize to be absent till about thistime but as we shall now want them for the vessel dayly expected, you will be pleas d to forward such as are now finished which now is probably is the whole number, with some of the bells not exceeding 500 pounds by land if no immediate conveyance by wter whould be attainable. Please to direct the delivery on

Joseph Whipple.

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board a Portsmouth coaster at the Long Wharf, Boston, to the direction of Mr. W. H. Boardman/ As soon as the amount is stated to me I will remit the same by a check on the U.S. Branch Bank at Boston or as you may direct. I have the honor etc etc.

To Albert Gallatin

July 22, 1808.

I have to state to you the seizure of a small sloop called the MARY burthen about 26 tons for an intended violation of the embargo laws. This vessel is licensed for the cod fishery and had performed one short fishing voyage and under a new master received her papers for another voyage the 16th instant. Some suspicion resting on her, the 18th she was examined and found to have on board 33 barrels of flour and 10 barrels salted beef, and from circumstances I have no doubt she was intended to be filled up with provisions and proceed to Newbrunswick or Nova Scotia. The master attempts an exculpation by pretending the goods were taken on board without his consent or knowledge as stated in one of the seamens deposition copied on the paper No. 1, accompanied with a copy of what he calls a protest.

- - - - By an arrangement made with the commander of the Fort no vessel can pass until the master shall exhibit proof that he has premission from the Custom house to proceed. This check has proved the most effectual in preventing evasions practiced in some of the neighboring ports. I have the honor etc etc.

To Jeremiah Olney

July 25, 1808.

Since my last of the 13th instant the swivels forwarded by Guilds Waggon are received by the coasting Sloop WILLIAM from Boston. They are very neat and entirely satisfactory. 365 of the 1000 balls received were too large for the guns.

The certificate of landing 10 cannon at the Fort Constitution from the Sloop BETSY I now enclose, the other 12 were landed at Portland as appears by a certificate of the Collector of that port. etc etc.

To Albert Gallatin (Private)

Sept., 1808.

It may not be improper that I should state to you the operation and some of the effects of the Embargo Laws in this port and the vicinity. From this port, 7 vessels have proceeded on the application of merchants for property owned by them in the West Indies three under the former permission and 4 under the latter terminating the 14th of August. This last extension appears to have excited much enterprise of a fraudulent nature but less has been attempted here than at our neighboring ports.

At Newburyport they exceed all bounds. At the request of the Collector at that port on the 9th of August I sent our cutter to that harbor to prevent the violation of the laws by 4 vessels that were preparing to sail at that time, 2 by permission and 2 others without, the two latter on account of the cutter abandoned their object (or suspended it). One of the permitted vessels relanded, it is said, what she had taken on board unlawfully and proceeded within the time limited. The other one, fully loaded cleared coastwise for York the next port to this easterly, landed part of her cargo, viz 85 hogsheads of fish and then proceeded with her permitted stores.

Newburyport is now in a high spirit of violent opposition to the laws. I have again and again dispatched the cutter to the assistance of the officers of the government. Hampton five leagues south and of the Isles of Sho Gosport 3 leagues off our harbour have harboured boats to take off property. I have armed a boat to stop their proceedings.

From the small town of York 6 or 7 sail of vessels have gone by permission and one without for the West Indies, the property abroad belonging to that town would not have loaded one of them and I am sorry to say strong suspicion rests on the proceedings at that port. I shall examine such vessels as go from thence that can be spoken with.

I have considered it necessary to employ a boat of about 18 tons with an officer authorized as an Inspector to aid in checking these violations. This shallop in one of her cruizes stopped a boat with 60 firkins of butter intended to be put on board one of the vessels which sailed by permission. I hope the appointment of this boat will be approved of and I would request permission to employ a larger vessel if it should appear necessary by a continuance of the present spirit. We have many faithful seamen who would volunteer their Services on an emergency to support the measures of the Government and a small fast sailing vessel may be procured on hire.

A gun boat or some other adequate force in the harbor of Newburyport appears indispensably necessary to support the Revenue Officers and a number of such vessels on the whole coast from Cape Ann to Passamaquoddy in addition to those now at the latter place would be of great benefit. I apprehend much provision from the eastern coast find the way to Nova Scotia and New Brunswick as well as what got off for the West Indies. I have the honor etc etc.

To Gabriel Duvall (Private)

Sep. 23, 1808.

I have received your private letter of the 15th. The apparent change of sentiment in the State arises from the measures taken by the federalists of Massachusetts who have seized on the

occasion of the temporary inconveniences arising from the Embargo to incite the prejudices of the people against the Government by distributing pamphlets calculated to alarm the people, circulating at the moment of the late election the greatest falsehoods, scattering their emissaries through the State;- these and other means taken to effect the change leave but little doubt that what heretofore was not seriously believed to have any considerable extent has now been actually been resorted to to influence our elections, the application of British Secret Service Money. This madness, I think, will subside and the citizens of this State remote from information by the usual channels will recover themselves by the time appointed for the choice of Electors of President and Vice President on the 4th of Nov. next by the people. I am, Sir etc etc.

To Albert Gallatin

Oct. 11, 1808.

I have to state to you the seizure in this district of the Sch. LYDIA of 26 tons burthen violating the embargo laws laded with flour, butter, fish and candles transported by land from Newburyport (our cutter lying in that harbor) and laded on board said vessel at an inlet 3 leagues south of this port, the intention being communicated to me by a faithful farmer. The seizure was effected by the armed boat lately provided in the night and immediately after the vessel had weighed anchor. I have the honor etc etc.

To Albert Gallatin

Dec. 31, 1808.

In exexuting the Embargo laws, cases occur which are not provided for by those now existing, in, one of which I am threatened with prosecution for detaining one day the vessel put into this harbor bound from Gloucester for York although the wind did not admit of her

leaving the port.

In another case, the RHODA now loaded in this port also for York, I have refused clearance to this vessel until the person who assumes the character of the skipper and who is also stated to be the consignee shall appear to give bond, being myself confident from the nature of her cargo that it is intended to be put on board some vessel out of the reach of a custom house.

I enclose a detail of each of these cases. I shall detain the last mentioned vessel until the suspicious appearance of her intentions shall be cleared up if I find the laws will justify me. Your opinions of these cases and instructions will relieve and oblige me I have the honor etc etc

To Albert Gallatin

Feb. 14, 1809;

It is incumbent on me to state to you in continuation of the subject of my letter of the 31st of Dec., last relating to the violations of the Embargo laws and the detention of the Sch. RHODA to which I beg leave to refer you. That the suspected articles of the cargo being landed and the vessel cleared for York, it was soon after discovered that the goods so reloaded had been conveyed over the river to Kittery and thence by land to York. This and some other circumstances rendering suspicious the conduct at York induced me to send the Cutter into that harbour. I gave the officers directions to attend to the harbor of Cape Neddick and particularly to several vessels daily expected into York which had cleared for southern ports but were strongly suspected to have gone off unlawfully. I suggested to the Collector of York the propriety of placing a deputy or inspector at Cape Neddick which was done. The cargo prepared for the RHODA must have been known to almost every man in York.

On the 3d instant the cutter people discovered that the Sloop RHODA had taken on a cargo the preceeding night. In the evening of that day, an officer of the cutter came to me at Portsmouth and informed me he had put 4 men on board the RHODA then aground, had applied to the Collector of York but finding an unwillingness to furnish the assistance which he deemed necessary, he came to me for advise. I directed him to return without delay with one hand who was ready and I dispatched immediately after him 4 men, masters of vessels who volunteered their services on this occasion. They took a sloop at the ferry and the snow being deep it was 1 o'clock in the night before they reached Cape Neddick when they found that 40 or 50 men had overcome the guard placed on board the RHODA, the vessel afloat and put off.

The deposition of Joseph Livermore and Cap. William Dennett and Joseph Ameer herewith enclosed will give you in detail this transaction.

I wrote to the Collector of York and advised him immediately to identify the persons who had loaded the RHODA and who had wrested her out of the hands of his officers and our men as a first step to an inquiry. I shall take further measures to ascertain the particulars of this outrage.

I presume the Collector of York will have stated to you this affair having taken place in his district.

It will be observed by the deposition of Ameer that the Inspector of York came on board about 9 o'clock in the morning just at the finishing of the loading. Her cargo cleared out consisted of 13 cords of wood, 50 shooks and 12 M boards, the officer coming on board just at the close of the loading of the vessel and being on board at the time of her capture must have known them, being of the same vicinity.

To Albert Gallatin

Feb. 22, 1809.

I am impelled by a sense of duty but with pain and regret to state to you that the proceedings in the district of York under the collectorship of Jeremiah Clark, Esq., have every appearance of collusion with the violators of the laws. Since my letter of the 14th instant I have made enquiries to satisfy myself on this point and to enable me to state provable facts before I should undertake the disagreeable task of charging an officer with countenancing fraud. But the connection between Mr. C. and the inhabitants of York who appear disposed to violate the embargo laws is such that no overt act has yet been stated to me which would justify an open complaint.

Among the circumstances indicative of the conduct on the part of Mr. C., now alluded to are

1. The arrival and entry of vessels from Virginia loaded with tobacco and cleared for New York without unloading under suspicious appearance of ownership.
2. A vessel going to York with a loading of provisions not wanted there (our cutter being there) landed her cargo which is now reloading on another vessel.

A brig belonging to this port (sold without doubt for a cover to a citizen of York) sailed from hence for Bath where she loaded lumber and is taking in Provisions at York after discharging part of her cargo although she cleared for Charleston, the provisions being transported from this township as she refused a clearance coastwise. The business both at York and here is transacted by the former owner, a citizen of this town.

4. Several vessels (3 are known) cleared for southern ports 3 or 4 months since with cargoes not wanted at such ports are gone off to the West Indies, one of which, a vessel of 30 tons, is reported to have

been loaded by the Collector.

5. A vessel at Cape Neddick now ready to load her cargo of tobacco, provisions and stored in the vicinity owned and filled by a man connected with the RHODA which cargo is not stopped by the Collector.

It is from a conviction on my own mind of the correctness of my suspicions that I make this communication and I should be happy could I find it founded in error. All the vessels in port, 5 or 6 in number are loading by permission of the Collector with a view of sailing on the 4th of March on which they have fixed for the removing of the embargo. I have the honor etc etc

To Albert Gallatin

Feb. 24, 1809.

I have this moment been informed that a number of sleighs loaded with Pot ashes and leather 10 days since had passed on the southerly bank of the Connecticut River in this state northerly towards Canada line. They must cross the river into Vermont before they reach Canada on account of the road, and that teams drove by two horses to the number of 30 and upwards were met in one day in the town of Rumney 90 miles from hence loaded each with four bales of cotton. No information was given by the drivers but there can be no doubt they are from some part of Massachusetts and that their destination is for Canada thru the State of Vermont. They may take the course of Connecticut River and cross it near Canada line to elude the measures which may be in operation in the State of Vermont to stop them. I shall as soon as practicable ascertain this fact and apply to the Governor for the aid of the military if necessary. Your early instruction will be expected with impatience. I have etc etc.

To Albert Mallatin

March 13, 1809.

Since my letter of the 24th ultimo, the following information has been given that

Jonathan French of Orford, N. H., loaded at said Orford 16 teams with 6 tons of cotton, some pot or pearl ashes and leather, crossed the Connecticut River at Orford into Vermont, were known to have passed St. Johnsbury and Sheffield thence thru the other towns in Vermont to the town of Stanstead in the province of lower Canada.

John Main, Jun., of said Orford dispatched about the same time a number of teams with cotton and pot ashes pursuing the same route through Vermont to Brownington, thence they turned off from the usual route to a town called Irishburg from which they passed into Canada by a road not yet ascertained.

Goodale and Ossmore (?) of Joffrey, N. H., despatched 7 tons of cotton from Boston or Charlestown, Mass., to Hanover, N. H. thence to Brownington, Vermont where they avowed it to be their intention to carry the same to Canada.

John Montgomery of Haverhill, N. H. sent a number of teams up Connecticut River about the 5th Feb., the same teams are at Stanstead in Canada the 13th or 14th of the same month.

Andrew Lovejoy of Sanborntown of N.H. sent 15 teams loaded with cotton for Canada. They were at Newbury, Vt. on the 13th of Feby., at Brownington on the 16th. These were probably the same teams which were met in Rumney noticed in my letter of Feb. 24th above referred to.

The person who has stated the foregoing facts assures me he can in case of presecution deliver the fullest evidence of the transactions. I have requested him to obtain statements in writing subscribed by the persons who will give the evidence in readiness to meet your instruction. I have the honor to be. etc etc.

Joseph Whipple/

To Albert Gallatin

April 4, 1809.

Application have been frequently made to me to permit produce and merchandize to be transported to Passamaquoddy which could not be admitted without special permission. There are several families settled at Eastport formerly of this town and vicinity who have drawn their supplies regularly from this place. They cannot subsist without such supplies and can obtain them from no other source so conveniently. I conceived such shipments might be permitted under limitations as to amount and submitting the delivery and detention to the Collector at Passamaquoddy as he should find the intended application of the articles might be.

A Mr. Burgen who has a connexion at Eastport has recently applied to me on this subject. I recommended a special application etc etc

To Albert Gallatin

May 30, 1809.

Car. W. Dennett and Wm. Hodger of this place have stated to me that their Brig called the MARY burthen about 150 tons on her passage from London to Malaga was captured on her entrance into the last mentioned port by French privateers and carried into the same port of Malaga, deprived of her papers which were sent to Paris. At Malaga she was sold by the captors without tryal to an American resident there. She took a freight at Malaga for London under her former master who by a compromise with the American purchaser took possession of the vessel and in London took a freight for and has arrived at Philadelphia where she is without a register and subject to foreign duties and tonnage.

He has been informed by his council that the power of remitting the duties of foreign impost and tonnage is vested in the Secretary of the Treasury and propose to present a petition or memorial on the

occasion.

I have to state that the facts respecting the ownership of the vessel are known to be true by the Register and other documents in this office and no doubt can exist of the truth of the facts above recited. And to assure you further that the owners are faithful observers of the Revenue Laws and are entitled to every indulgence and favor that the laws will justify or permit. I have etc etc.

To Albert Gallatin

June 10, 1809.

In my letter of the 22nd July last I stated the seizure of the Sloop MARY and on the 11th of Oct. that of the Sch. LYDIA: The MARY was licensed for fishing and had received her papers for sailing, was found at a wharf at Portsmouth with barrels Flour and 10 bbls Beef taken on board in the night. The LYDIA had also been a fishing vessel, the owners living at Rye had surrendered his enrollment and license and sold the vessel to a man belonging to Newburyport. She was seized on the night of the 2d of October at Northampton in this district by an armed boat sent thither for the purpose. She was loaded with provisions, was without papers, had weighed anchor and put to sea, the loading and sailing known to a number of persons.

This vessel with her loading was libelled and acquitted on a trial ending the 9th day of Dec. last.

It was but a few days since that I could obtain a copy of the Decree which I now enclose with the Attorney(s exceptions thereto and such other papers relative to the trial as I judged necessary for your information or inspection and for your determination on the expediency of attempting a reversal of the decree at the circuit or the Supreme Court on a writ of error.

This unexpected decision has had an inauspicious effect by exciting
 Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

an opinion that violation of these laws may escape punishment hence it has been necessary to increase the expense of inspection and to injoin and extended degree of vigilance in our harbour by the officers to check and prevent crimes of this nature. It would be peculiarly gratifying to the friends of the laws and the government to obtain a reversal of this decree I have the etc etc.

To Albert Gallatin

June 1, 1809.

By enlarging the works and extending the walls of the Fort Constitution on the Island of New Castle near to which is placed the Lighthouse, the South wall of which by this extension is brought in contact with the keepers house by which great inconvenience is apprehended and the house has already received a considerable injury from discharging only two of the Guns.

It is represented to me by Major Swift, the engineer, and Cap. Walbach, the commander at the fort, that the removal of this house is necessary.

On the examination of the house and the ground I am of opinion with them that altho the distance from the Lighthouse to the keepers dwelling will be increased between 400 and 500 feet yet the risque of frequent repairs of the house and the disagreeable circumstance of its contiguity with the walls of the Fortress the advantage attending the removal will be greater than the disadvantages of the probable frequent repairs of the House and the increased labour of the keeper in passing to the Lighthouse on cold winter nights.

In case of the removal of this house the oil vault under it must be secured by well constructed roof.

As this undertaking could not be entered upon without your approbation and direction, I now state the proposed object to you.

Joseph Whipple

To Albert Gallatin

June 13, 1809.

The following vessels which cleared from this port have not produced Certificates of the delivery of their Cargo according to the condition of their bonds viz Ship NANCY, Richard Sharpleigh, master, for Charleston, S. C., Sch. INDUSTRY, Sam. Vennard for Norfolk, Va., and Sch. GOODINTENT, Nathaniel Stoodley for St. Michaels (Azores)

The master of the Ship NANCY has returned home and produced a protest and other papers stating the severity of the weather and a leaky ship. The master and the supercargo were both part owners of the vessel. The ship was sold or pretended to be sold at St. Bartholomews and is said to have arrived at Philadelphia with a Cargo of salt. Several circumstances show that the illegal Voyage was premeditated by the principal owner. The GOODINTENT sailed the 20th of April but it is said she went to Halifax and I am this day informed the master is arrived in this town. The INDUSTRY has not been heard from. She sailed 4 months ago. I have etc etc

To Albert Gallatin

Sep. 11, 1809.

The paper herewith enclosed delivered to me by Cap. Hopley Yeaton master of the Revenue Cutter NEW HAMPSHIRE appears to be a resignation of his office as master of said cutter and a petition to be placed on the list of pensioners. Of the propriety of the presentation of the petition as directed, or of any other course by which its object may be obtained, you will be pleased to judge and decide. Your patronage in the case is desirable.

Capt. Yeaton's ill health obliging him to resign, he will by permission quit his command on the close of the present quarter. It is just I should observe that he has been a faithful officer, prompt in executing and diligent in every part of his duty. Much service

has been rendered by him in the course of the last year in preventing violations of the Embargo laws in this district, in Newburyport and in the district of York, at which latter place those violations though countenanced by the officers of the port were nevertheless prevented by him in many instances. The age and infirmities of this officer render him incapable of any services whereby himself and family can receive support, his property consisting only of a newly cultivated farm at Eastport purchased with the proceeds of an estate in this town in its present state of improvement is insufficient.

By the good Conduct of Nathaniel Kennard, the present first mate of the Cutter, I am led to nominate him to the command in the place of Capt. Neaton and having full confidence in Joseph Livermore the present second mate I would recommend him to the place of first mate.

The duties of second mate I will with permission assign to a young man who has been recommended to me and who I will place on board for one quarter on trial with the rank and pay of third mate until experience of his qualities shall authorize a recommendation of him as second mate.

The services of another officer I conceive may be dispensed with unless new difficulties on our coast should require again an augmentation of officers and men, the number of which I have at present diminished. I have also landed the cannon and some other of the military stores which arrangement I hope will meet the President's approval. I have the honor etc etc

To Robert Smith, Sec. of State

Nov. 17, 1809.

- - - - I enclose also the deposition of the master and mate of the DOLPHIN to the impressment of James Mortonm the deposition of David Carlton attesting to the impressment of himself and two other

seamen, his detention three years and his escape from the British
 FLYING FISH at Passamaquoddy and leaving on board said Brig FLYING
 FISH at Passamaquoddy 30 or more American Seamen. I have etc etc.

To John Duvall

Nov. 30, 1809.

Enclosed herewith I transmit my account of the Customs for third
 quarter of the present year. It having been found that
 securing the holds of vessels in the night by locks and other
 fastenings to prevent smuggling was impracticable in many cases and
 not intirely secure in any, I have adopted during the last quarter
 the more effectual means of putting on board an assistant Inspector
 or watchman to continue during the night whenever it has appeared
 from the nature of the cargo to be requisite. The utility of
 this measure is rendered obvious by the applications for post entries
 since it was adopted. If it is continued, I am persuaded it
 will prevent many frauds and if made general, it would not be
 obnoxious. The honest importer and ship owner approve of the
 mode as it is not only a guard to the revenue but to the owners
 property in many instances. Two cases has occurred that it
 was not approved of and one in which the owner of the vessel refused
 the admittance of the Inspector into the cabin or steerage of the
 vessel when the weather was inclement to be on the deck. A
 question arises here whether the officer has not under the 54th section
 of the Collection law and by the general tenor of his duty, a right
 to enter and continue on board at any and all times during the
 continuance of a cargo on board the vessel. On this inquiry I
 pray your opinion.

Another question I beg leave to submit to your decision whether
 the unloading of a cargo not subject to duty (as salt) shall be

Joseph Whipple.

delayed to any length of time at the option of the owner. If this is admitted, goods dutiable may be concealed under a cargo of salt and being unguarded, opportunities taken to land them.

Instances have taken place that a small quantity of Coal has been on board a vessel under a cargo of salt and the owner has claimed the 15 working days and the attendance of an officer at the public expence whereby the charge of inspection has exceeded the amount of Impost duties, when 6 or 8 of those days with a competent number of hands would have discharged the cargo. The Inspector's wages ought to be paid by the owner on all days that the unloading is not proceeded on. Your explanation and instruction on this point would remove existing doubts and give confidence to the officer.

I beg your indulgence to another inquiry whether a vessel loaded with salt shall be subject to inspection whilst unloading, no dutiable article being on board or appearing on her manifest. Etc etc

To ?

Dec. 30, 1809.

----- Altho the established manufactures are but few and of small extent in this State, there is a general disposition prevailing to encourage those of every kind and the want of Capital appears to be the greatest if not the only obstacle to their progressing more rapidly. Household manufactures are carried on in the country to a greater extent than heretofore. - - -

The papers B and C give specimens taken at one of a common fulling mill by which it appears that the profit on an outset of 1500 dollars in the cost of a mill, yielded 625 dollars or nearly 42%; the other of a small piece of cloth, finer and better in every respect than an imported cloth of a higher cost and much more durable.

Joseph Whipple.

I extremely regret that it has not been in my power to give an earlier view of our manufactures nor so full as the actual state of them merit but console myself in the hope that from other states where emigrations to them of foreign citizens have implanted an earlier attention to them, where public patronage has given a spring to private enterprize and monied recourses are attainable a collective view will be given which will produce a conviction that the means are practicable within our territory of completing that work which was contemplated by Congress in their resolution of the 4th of July, 1776.

To Albert Gallatin

Jan. ?. 1810.

I had the honor to write you on the 11th of Sep. last and then enclosed the resignation and petition of Cap Yeaton, master of the Revenue Cutter NEW HAMPSHIRE to which I beg leave to refer you. I now take the liberty to renew the nomination of Nathaniel Kennard for master, Joseph Livermore for first mate and to name John Weeks, Jr., having been recommended to me for second mate. The two first of these officers have been on board in the stations of first and second mates several years, John Weeks, having been recommended to me, I placed him on board during the last quarter and finding him a careful and faithful officer, I take the liberty to transmit his name for the approbation of the President. The crew of the cutter since the repeal of the Embargo laws and notwithstanding has been reduced to the State of her first equipment and the military stores landed which regulation I hope will be approved of.

I will take the present occasion to state to you that since the repeal of the Embargo laws and notwithstanding the nonintercourse large quantities of provisions have been passing eastwardly, some of the vessels

the vessels having put into this port on their way to Passamaquoddy several vessels also from this port have been laded with provisions destined for the same port. I have received a letter from Eastport stating that on the 25th ultimo upwards of 50 head of cattle were swam across the river to the Island Campobello, that it had been estimated 5000 head drove from the westward since the 1st of Sep and passed over to the British territory, that in one day in Dec., more than 20 sail of vessel had arrived there having on board upward of 10,000 barrels flour and other provisions and naval stores, that vessels daily arrived at that port from more westerly ports with lumber, hay, cattle, beef ready butchered and every ~~piece~~ species of provisions, Probably more particular information may have been communicated from other sources but I considered it not improper to give you these intimations by which it appears that a neighbouring foreign province is becoming a repository for the produce of the United States. I etc et

To Robert Smith, Sec. of State

Feb. 21, 1810.

I have the honor to transmit herewith enclosed a certificate of the citizenship of James Morton who was impressed as stated in my letter of the 17th Nov. marked A.

By a letter which I have received from Samuel Jones, an American Seaman dated Leith Roads, Scotland, Oct. 30, 1809, it appears he was impressed and detained on board the British Kings Ship SNAKE. He gives a minute description of his person which agrees with the statement of his near relations living in this place and the records of this office, a certificate of which record I enclose marked B

I also enclose certificate of the record of the citizenship of Luke Jenkins by whose letter to his father Thomas L. Jenkins dated Octo 7 it appears he was detained on board the Ship ROYAL WILLIAM at

Spithead, his father, an honest farmer known to me is extremely anxious for his liberation etc etc.

To William Lyman, American Consul at London. Feb. 21, 1810.

I enclose you herewith the letter of Samuel Jones, an American Seaman, addressed to me stating his impressment and detention on board a British Man of War together with a duplicate of his protection taken from the records of this office.

I also enclose you a certificate of the registry in this office of Luke Jenkins, an American Seaman, by whose letter to his father Thomas S. Jenkins dated 7th October last was impressed by an officer of the British Frigate JASON and was detained on board the Ship ROYAL WILLIAM at Spithead. To this certificate is annexed a certified copy of the ministers certificate of his baptism which the father procured at the request of his son as essential to the object of his release. I have the honor to be etc etc.

To Albert Gallatin

Mrch 26, 1810.

I duly received your letter of the 13th instant requesting me to obtain the deposition of Joseph Jackson. After much inquiry I find there are three seamen of this name all of whom are absent. etc etc.

To Albert Gallatin

March 21, 1810.

I have to inform you of the seizure of 2 vessels in this district violating the nonintercourse laws, viz the Scho. OLIVEBRANCH burthen 115 tons, and Brog NORFOLK, burthen 95 tons, cleared one for St. Bartholomews and the other Lagaira but went to British ports. There

are several other vessels of this port which are suspected to be implicated in similar violations and considering the disposition of the opposers of the laws of the U. S., and the powerful aid which they will receive from an antigovernmental bar, I am impelled to solicit your permission to employ assistant council in these highly disputed cases. I have the honor etc etc.

To Albert Gallatin

April 6, 1810.

In one of the two instances of Seizure under the nonintercourse law mentioned in my letter of the 21st ultimo, it is found difficult to procure attendance of the necessary evidence expected from the seamen who have been induced by the claimants to leave the country after being subpoenaed to give their deposition and this appears to be the plan of all those concerned in these cases to suppress the evidence. I think in this case of the default of the Seamen's evidence, if the master who it has been intimated will not attest to the delivery of the cargo as required for the cancelment of the bond either from the consciousness of the wrong or the dread of the penalties of perjury could be admitted as an evidence and exempted from the penalties to which he as master and a party to the bond is subject, the proof necessary would be obtained which otherwise may fail. I request your instruction in this case and others similar. I have etc etc

To Albert Gallatin

May 31, 1810.

I have received from the Comptroller of the Treasury a commission for Wm. Parker Adams appointing him master of the Revenue Cutter in the Service of the U.S. No particular vessel is assigned to his command but I presume he is to take charge of the Cutter NEW HAMPSHIRE being the only one under my agency, - I have accordingly

Joseph Whipple.

notified him of his appointment.

As in all the appointments heretofore of the officers of the cutters on this station, I had been desired by the Secretary of the Treasury to transmit the names of suitable persons, I took the liberty on the resignation of the former Master, Cap. Yeaton, to name Mr. Kennard a respectable shipmaster of much experience, perfectly acquainted with the best means of detecting frauds and a firm supporter of the administration who had taken the station of mate in expectation and under the encouragement of being recommended for master on Cap. Yeaton's leaving the vessel which his ill state of health rendered necessary. I hope it will be in my power to prevail upon him to continue on board in his present station. etc etc

I have to acknowledge the receipt of your letter of the 11th ultimo covering a commission for Wm. Parker Adams who is appointed master of a cutter in the Service of the U.S.. I now enclose the oaths which he has taken and subscribed. I am etc etc.

To Robert Smith, Sec. of Trax State

Sep. 16, 1810.

Timothy Corson, a citizen of this State has received and exhibited to me a letter from his son John Corson, stating that he was impressed on board the British Guard Ship PRINCESS stationed at Liverpool. His letter states that he had a proper protection granted by the Collector at Boston which the impressing officer refused to respect. etc etc.

To Albert Gallatin

March 21, 1811.

After the resignation of Cap Yeaton, master of the Cutter NEW HAMPSHIRE on this station, the officers then remaining on board were Nath. Kennard first mate, Joseph Livermore 2nd mate and John Weeks acting 3d mate who had been appointed during the Embargo but had not received a commission. I recommended Mr. Kennard to the command when Cap Yeaton resigned to which I was induced by the proof I had of his fidelity, prudence and attachment to the Government. Cap. Adams thru other recommendations was appointed and is now on board and is an active officer. I prevailed on Mr. Kennard to continue as first mate and I would again take the liberty of recommending him in case of a vacancy. Joseph Livermore the 2nd mate resigned and has quitted the service, John Weeks is still on board and performing the duties of 2nd mate in place of Joseph Livermore but without a commission and I take the liberty again to recommend him to the station on 2nd mate in place of Mr. Livermore. He is a faithful officer and I know not of any man that could be obtained so suitable and I pray you will present his name to the President if he shall see fit to commission him.

On the last cruize of the Cutter to Passamaquaddy I requested Capt. Adams to obtain information of the connection between the British subjects and the Citizens of the U.S. at Eastport and by the information received, I conceive it will require a considerable armed force to restrain an intercourse that they have been accustomed to, now rendered more extensive by an increased population on the lime dividing the British territory from that of the U. S.

The numerous islands, bays and harbors on that coast yield great facility to illicit practices and the late embargo and present nonintercourse has and will draw to that vicinity on both sides the

line characters disposed to violate all laws restraining fraud, knavery and licensiousness whence it appears it would be proper and useful that an armed vessel should be stationed there. The occasional cruizes of the NEW HAMPSHIRE cutter not being adequate to the protection of the laws in that quarter which requires a constant and vigilant guard. etc etc.

To Gabriel Duvall

May 15, 1811.

Ehrcim H. Mahurin, Collector of the district of the White Mountains has enclosed to me his bond and oath of office and requested me to obtain a Certificate of the District Attorney of the sufficiency of the sureties named on the bond, which having obtained I enclose, together with the first mentioned documents.

To Tench Coxe

August 9, 1811.

I transmit you herewith patterns of 20 pieces of blue broadcloth and 15 of plain from James Rundlett of this town, merchant, His terms are 65% advance which I apprehend is too high to meet your approbation unless they are put up at unusually low prices which the importer assured me is the case. Of this you are the better judge whether he would adhere to these terms on an offer is to me doubtfull. If you choose to make my offer to him direct or through me, it will be attended to so far as I can be of use.

Mr. Ham will immediately transmit to your his proposals. I am aware of the necessity of a uniformity in the appearance of the Troops of the U. States and the difficulty of inspection in dispersed situations. These objections may be overcome in the case of Mr. Ham's furnishing Cloathing for the two companies in this station or probably others in this vicinity (as Portland &c etc). Capt.

John B. Walbeck who commands one of the companies is agent for distributing clothing to both is an excellent disciplinarian, uncommonly ambitious in giving a good appearance and neatness to his Soldiers and would in my opinion be equal to any person for the inspection of cloathing for the soldiers. In this case, would be careful that the workmanship and materials were equal to any which has been furnished to these troops and it has been remarked to me that the contractor (Mr. Horn) who is himself a workman having access to every soldier who is to wear the garment will have it in his power to finish them completely fitting the wearer at the saving of considerable expense and I am persuaded would exert himself to give perfect satisfaction in all points requisite in the transaction. I etc.

To James Munroe

Dec. 11, 1811.

Enclosed I transmit a duplicate of the protection granted to Jesse Adams, an American seaman who has been impressed on board a British Ship of War, to which is attached the deposition of Capt. Banks with whom said seaman last sailed from the U.S., I have etc.etc.

To Albert Gallatin

Dec. 16, 1811.

I have recently stated to you the proceedings of several vessels belonging to this port which had arrived here with duplicate manifests and had been admitted to an entry at York and landed their cargoes at Kittery. Copies of these manifests of these vessels I enclosed to the Comptroller of the Treasury. I now enclose for your notice a copy of the manifest of the Brig NANCIES, cargo from Berbice destined for Madeira which arrived here three days since and has entered at York and will land her cargo at Kittery, the whole of which cargo will be transported in open boats or licensed coasters,

Joseph Whipple.

cle red out at York.

It appeared to me that this vessel and cargo and others like circumstanced were liable to seizure but the district attorney was of the opinion that as a representation of these proceedings had been made to the Treasury it was advisable to forbear the measure of seizure until some instructions had been received. etc etc

To Alberd Gallatin

Feb. 18, 1812.

I have to inform you that the brig STRUGGLE owned by John Lord and Thomas Leigh of Berwick and Hugh Clarkson of Portsmouth arrived in this port a few days since, by her manifest appeared to be from Guayanna and destined for Lisbon. She lay 2 days in the stream between New Castle and Kittery and did not report at this office. The third day she hauled into the latter place. Having understood she was from Demerary loaded with British produce I sent an officer and made seizure of the vessel and cargo. I sent to the Collector at York to inform him of the seizure and proposed his taking charge of and prosecuting the same which he declined and sent me word that he would not enter the vessel. He entered her however and the cargo was landed under his inspector and gauger, my officer attending. The cargo being landed is stored in buildings provided by my directions. The vessel lying at Kittery, it becomes necessary she should be libeled in the district of Maine and the tryal will be at Wiscasset on the 3d day of March.

The same vessel entered at York about 6 months ago and landed her cargo at Kittery which was afterwards brought to this town and was without doubt British produce. I believe that more than 20

vessels whose cargoes were owned in this town and by persons living in Berwick who transact all their merchantile business here have

within the year past entered at York having British produce on board.

It is the owners of this vessel and others of their class who are by memorial to Congress, as I understand, and false representations endeavouring to prevent the annexation of the Towns on the eastern border of this River to Portsmouth, as to me seems indispensably necessary to protect the revenue laws from evasion and fraud.

It has been my opinion but doubted and denied by others that goods coming coastways from another port which had been entered and the duties secured were liable to seizure and I should be relieved from the embarrassments of this doubt by your decision and instruction thereon. I have the honor etc etc.

To Albert Gallatin

Feb. 26, 1812.

I transmit you herewith my account of expenditures for the Marine Hospital to the 31st of December last. Besides this account amounting to Doll. 15.15, the overseers of the poor of the town of Portsmouth have a claim on the establishment for supplies and medical relief to Daniel Neal, a destitute seaman, who arrived here in July last having the small pox, application was made to me for his relief but the nature of his disorder did not admit of his being placed anywhere but in a hospital established on an island remote from the town used for persons arriving in the port infected with contagious diseases. It appearing that this seaman had no property nor friends able to relieve him, it was agreed that I would defray such part of the expense of nursing, attendance, diet and medical relief as might appear reasonable and proper considering the necessary precautions incumbent on the town to guard it against pestilence on the one hand and the cause of such expense of a pauper who

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had a claim on the marine hospital on the other. The expense incurred is so enormous that I could say nothing of payment until I should make representation to you and receive directions for the payment of such sums as the practice in similar cases may authorize you to direct. To enable you to judge of the nature of their claim and of the sum that would be proper to pay, I have obtained and enclose an account of all the expenses amounting to 310.64 dollars besides a further sum of 50.50 dollars charged by the committee of health for the extraordinary attendance occasioned by the circumstances.

Be pleased to advise me what principle I shall adopt in dividing on the items in the statement, or the proportion of each that may be proper to allow in this uncommon case or what specific sum I shall offer or pay in discharge of their demand.

I will take this occasion to mention to you an interference that sometimes has taken place in my agency of the Marine Hospital. Having found very unreasonable charges of Physicians in their accounts of medicine and attendance where the seamen should select their physicians or the physician should obtrude himself on a sick seaman which accounts were difficult to curtail or repel. I conceived it proper to appoint one physician to attend those who should come in within the provisions of this agency. Three seamen lately arrived here much frozen and subjects for this relief who of course were under the care of the physician (to attend those who should be needed) I had appointed. Another physician whose accounts I had considered extravagant claimed these seamen as his patients (seeing there is a fund for payment) and demands of me the right of his attendance which having rejected he will claim it of the U.S. and if not paid through the hospital will petition Congress although I lay no stress on the conduct of the assurance (?). It would be satisfactory to me to

know whether I have not the right as agent of the Hospital to appoint a physician whose discretion in practice and reasonableness in charge has my confidence and approbation. I have the honor etc etc.

To Richard Rush

March 21, 1812.

I am to acknowledge the receipt of your letter of the 6th Instant and explain the concluding sentence of my letter to the Secretary of the Treasury of the 18th ultimo. The first object of that letter was to state to the Secretary the Seizure of the Brig STRUGGLE agreeably to a standing rule of this office founded on an instruction to state all seizures that shall be made in the district.

My letter proceeds to state that the same vessel 6 months before on a similar voyage brought interdicted goods which were entered at York, landed at Kittery and transported to Portsmouth. Many instances of this kind has occurred during the last year and this circuitous method taken to avoid this office. My letter closes with the question whether "interdicted goods coming coastwise from another port which had been entered and the duties secured are liable to seizure". This inquiry recited by the then recent instance of the Schooner TWO FRIENDS which came into this harbor, made entry at York and landed her cargo at Kittery, took part of it on board again and laded the remainder on some other vessels and brought the whole to Portsmouth where the business of the owners was constantly transacted, and there could have been no motive for entering at York and going to Kittery but that of fraud more easily executed than by the vessels coming to Portsmouth and entering and unloading here. There having been an uncontradicted report that she was from a British port, I detained the vessel and the cargo on board on her arrival in Portsmouth being of the opinion she was liable notwithstanding her

Joseph Whipple.

entry at York. I then sought after the seamen who had told their companions they were from Antigua with a view of establishing the fact which would justify the measure I had taken but they were hustled away they were secreted which would not probably have taken place had a seizure been made on the first arrival of the vessel. Not being supported by the others and being doubtful whether witnesses would be found as by the subordination of witnesses in several Embargo cases, we had failed after incurring considerable expense in prosecuting I withdrew the seizure and the question I propounded looked forward to future cases of this kind.

Another instance since the date of my letter has occurred of a brig called the PAULINA loaded with rum and molasses belonging to this town which entered at York and shipped the whole of her cargo from thence coastwise for Boston and this place, the vessel also coming to this town with part of her cargo having a coasting manifest and clearance from York. Common report is that she came from Demerary and I have no doubt of its truth. This vessel could have no motive for going to York but that of concealing some fraudulent Conduct.

So long as the custom house at York and the Custom House at Portsmouth shall remain common for vessels arriving in the harbor and admissible to either by a true construction of the law or an erroneous one a liability to disagreeable and injurious collusions and frauds will probably exist and it is to be regretted that some measure is not adopted to prevent the continuance of a practice which has deprived the Revenue of considerable sums for 10 to 15 years past.

I am Very Respectfully Yours etc etc.

Joseph Whipple.

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To Albert Gallatin

May 3, 1812.

I have to acknowledge receipt of your letter of the 17th ulto., enclosing a letter from the Master of the "Revenue Cutter" to you and requesting my opinion of the facts therein stated.

Mr. Kennard signified to me several months ago that he could not serve on board serve on board the cutter with Cap Adams but as I had found him to be a careful attentive officer, I prevailed on him to continue his services until some person should be found suitable for the station. After the expiration of the last quarter he applied to me again and informed me that he must leave the cutter and accordingly quitted her after a few days. On the receipt of your letter, I advised him to state to me in writing his reasons for quitting the service that I might more clearly understand and describe to you the case. This statement in his letter to me I enclose for your information.

Mr. Kennard is a steady, faithful officer, has served long in the merchant's service as master of a vessel, is strongly attached to the government and has his mind fixed on his official duties.

Cap Adams in a young man fond of company some of whom in his station are exceptionably giving disgust to the other officers on board. Mutual dislike has accrued.

John Weeks is a good officer in his present station as second mate I should prefer waiting for a short time for a more suitable character for first mate if to be obtained. I have added to the crew another seaman until the vacancy of mate is filled. I have etc etc.

To Albert Gallatin

June 20, 1812.

Having been informed that small vessels with British manufactures from New Brunswick and Nova Scotia frequently take shelter at the Isles

Joseph Whipple.

of Shoals (Gosport) 3 leagues from our harbor from whence after obtaining information, they proceed in the night for different points between Cape Cod and Cape Elizabeth and effect a landing of their cargo, some of which has been seized at Boston. Their vessels having the appearance of and being really fishing vessels, I conceived it proper to take the liberty to equip a vessel of similar appearance to take station in the harbor of Gosport or such places as may be most likely to detect and secure these smugglers. It is found that these boats with oars elude the pursuits of the Revenue Cutters for which reason I have adopted this measure. Be pleased to signify to me your approval or disapproval.

I will take the liberty to state for your information there is great reason to believe large quantities of provisions are or may be collecting in the British provinces on the eastern shore of this continent. Soon after the Embargo took place, a big brig with about 1000 bbls flour consigned to a friend of the British arrived here from Richmond. This vessel cleared for Cadiz or Lisbon but the Embargo taking place before she left the port, the register was surrendered and an enrolment granted and the vessel delivered her cargo in this port, whole of which has passed on for some eastern port and not being obliged to clear out with American merchandize when destined for a port in the next adjoining state, her cargo cannot be known.

Several vessels from the southern states loaded with flour have put into our harbor bound for Passamaquoddy in the neighborhood of which port are convenient islands for delivering their cargoes to whomsoever will purchase.

Large quantities of flour are landed at Passamaquoddy whence it boats and small vessels it passes into a British port where at this

time a cargo of flour can be made up for Europe or the West Indies nearly as cheap as an American vessel can load a cargo at Baltimore or Alexandria. I conceived it not improper to intimate to you these facts. I have the honor etc etc.

To Albert Gallatin

June 25, 1812.

It being understood an act has passed Congress that War shall be declared against Great Britain and that a public declaration may be expected here in a short time, an association of persons eager to avenge their Country's wrongs and to avail themselves of an opportunity to obtain remuneration for the losses they have suffered has solicited my applications for commissions to authorize the equipment of privateers. Not knowing of any established mode of making this application or to whom I take the liberty of writing on the occasion and to request the favour that you will be pleased to obtain through the proper channels the transmission of whatever commission bonds or directions that may be requisite on this subject. I have etc etc.

To Albert Gallatin

July 2, 1812.

I have this day received your letter of the 22nd ultimo and am of opinion that Cap. Adams being young and active would make a good officer on board a vessel of war in a subordinate position as lieutenant on board a frigate where his services might be valuable but he is not possessed of the discretion requisite for the Command of a revenue Cutter.

The knowledge I have had of Cap Kennards prudence, firmness, and political correctness authorizes my assurance that no person known to me would be preferable for an appointment to the charge of the Revenue Cutter.

Joseph Whipple.

In my letter of the 3d of May I mentioned John Weeks who had held the Station of 2d mate to my satisfaction and I would recommend him for appointment to that office. Soon after the date of my letter, finding the service required it, I appointed (temporarily) Nathan Peirce whose fidelity I had witnessed during the former embargo as acting 2d mate on board the cutter and being confirmed in my good opinion of him, I now take the liberty to recommend him for that station. I would suggest the propriety of augmenting the crew of this vessel.

To Albert Gallatin

July 17, 1812.

The Ship JASON, Wm. Flagg master has arrived in this port. She is from Liverpool and was destined for Amelia Island, having it is understood, contracted to take a load of timber at that place for Liverpool. On her passage for the port of destination, she was informed of the War and narrowly escaped capture and made the first port in the U.S. she was capable of reaching which was this and the residence of the owners etc etc.

To Richard Rush

July 27, 1812.

I have received your letter of the 14th instant enclosing commissions for John Weeks and Nathan Peirce which have been delivered to them. They having taken the oath prescribed which are now enclosed I have the honor to be etc etc.

To Albert Gallatin

July 30, 1812.

I have the honor to acknowledge the receipt of your letter of the 5th instant/ The commissions therein mentioned have been received and delivered to the respective officers for whom they were intended.

The increase of force to the Revenue Cutter suggested in my letter of the 2d respected the crew only, the number of 15 or 16 appears necessary. When the cutter is on a cruise on the shores of Maine, they have frequently to man the boats to pass among the islands and up rivers where it would be unsafe for the Cutter to go, and when she is in our harbor since the late proceedings at York, part of her crew is employed on board vessels entering our harbors, which when they come from interdicted ports, lay 2 or 3 days not deciding whether to enter at Portsmouth or York or to proceed to some foreign port when by a deceptuous manifest they appear to be destined, the voyage always terminating in an entry at York, generally landing the cargo at Kittery but sometimes wholly going into the harbor of York and landing the cargo or if not landing it brought round to this port under a coasting manifest. I have the honor to be etc etc.

To Albert Gallatin

Oct. 30, 1812.

In compliance with your directions to recommend a suitable person for the command of the cutter on the New Hampshire station, I take the liberty to recommend Nathaniel Kennard to that command. He was formerly the 2nd officer on board that vessel but left her from disapprobation of the conduct of the commanding officer. His ability for the office, his correct conduct in all matters respecting the Revenue, his assiduity in preventing and detecting frauds in which he has given me much assistance as an inspector of customs since he left the cutter and his strong attachment to the Administration are the grounds on which I found my opinion and recommendation. I etc etc.

To Albert Gallatin

Dec. 19, 1812.

I have received your letter of the 10th instant relating to

the Sch. REGULATOR. This vessel arrived in our harbor on the 24th ultimo. The reputed master Robinson and the Freighter (?) Francis Boot called on me in the evening and stated that the vessel was a cartel from Hallifax bound to Boston, produced their list of prisoners consisting of 8 seamen without mentioning any cargo on board. They left on the table (by accident as it appeared to me) a list of the articles on board consisting of 80 packages, bales, casks and cases the contents not specified. Suspecting the conduct of these persons and doubting the propriety of a cartel carrying goods, I immediately dispatched an officer to New Castle where the vessel lay and seized her. Great efforts were made to get her away, I caused her to be libelled. The claimants petitioned the district judge for admitting the goods to be bonded as in cases of importation after the repeal of the orders in council. To this I objected by the U.S. Attorney for the U.S., the vessel having arrived without a proper manifest, without a clearance from Hallifax or any document whatsoever showing the shipment of the goods. I conceived the cargo was subject to seizure and forfeiture under the collection laws. The petition for appraising and delivering the goods was granted. I held the goods however for the production of the invoices in order to calculate and secure the duties, they were reluctantly produced and by them it appeared the appraisement for the purpose of taking the penal bonds ordered by the Judge was 7000 dollarsx short of the cost of the goods. The duties were secured and the suit on the libel continued on a suggestion that a similar cases were subject to congressional consideration and now pending which would include the present case but I conceived the case of the REGULATOR not similar to those before Congress. If my opinion and the proceedings in this case are thus far correct and meet your approbation, I shall be gratified. If conceived erroneously I wish

to be informed

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

I am etc etc

Joseph Whipple.

To Albert Gallatin

Feb. 10, 1813.

I transmit you herewith enclosed my account of expenditures for the Marine Hospital to the 31st of Dec. last. Finding the same persons whose relief commenced earlier in the year necessarily continued their claims through the several quarters, I was induced to keep the account open and include the four quarters in one abstract.

The uncommon expenses which has been incurred in the last year has arisen principally from several of the seamen so severely frozen as to lose some of their limbs and others who have returned home from imprisonment after capture in distressed condition and entitled to relief.

An instance of relief to 6 seamen is charged on Nov. 2^d whose claims, I conceive, do not come properly on the marine hospital. They were prisoners landed from a cartel from Halifax and not belonging to this place and with more propriety subjects of relief through the officer who should have charge of them as returned prisoners. I have the honor etc etc.

To Albert Gallatin

March 13, 1813.

----- During the last season a privateer called the LIVERPOOL PACKET from N.S. cruized 2 or 3 months between Cape Cod and Eastport and captured 30 or 40 sail of vessels. She was of about 70 tons burthen carried 60 men and mounted 5 guns, one of them a 9 pounder. She was frequently in sight of our harbor and it is reported the same vessel has again made her appearance on this coast. Our present revenue cutter being too small to be of essential service in our present situation, the vessel now offered by Mr. Wm. Badger might take the place as a revenue cutter and occasionally join our cruising Frigates. Mr. Badger has built several privateers which

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

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are much approved of the terms for the vessel he offers are 25 dollars including masts, all the carpenters and all other work on the hull except the painters and the plumbers. I have the honor etc etc.

To R. Rush

June 29, 1813.

On the night of January 14th last, in a severe storm a ship was found driven on shore of one of the Isles of Shoals 3 leagues off our harbour. 5 dead bodies were found driven on shore on the morning of the 15th and the wreck of the ship, 8 more dead bodies were found afterwards. A number of letters were found appearing to be duplicates by their vessels, all from Cadiz for Baltimore, Philadelphia and New York. By one letter which appeared to be committed to the care of a passenger she was found to be the Spanish Ship CONCEPTION from Cadiz bound to New York and consigned to Messrs Lawrence and Whitney, merchants of that place. No account of her cargo and ships papers were found. Sundry pieces of wool clothes were driven on shore from the above wreck and taken up by the inhabitants much broken to pieces. The articles saved claimed by an agent of Messrs Lawrence Whitney after paying the people who saved them as salvage were valued at 308 dollars. etc etc

To Wm. Jones, Sec. of the Navy

Oct. 5, 1813.

At the request of the persons interested, I have the honor to enclose you herewith several certificates proving their respective claims to the provisions made for their relief by the 17th section of the "Act concerning letters of marque, prizes and prize goods" passed the 26th June, 1812, viz

The claim of Martha Thomas, widow of Wm. Thomas, boatswains mate on board the privateer THOMAS slain on board said vessel.

Daniel

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Daniel Pickering carpenters mate of the private armed ship POLLY wounded on board of said vessel and

John Bennett masters mate of the private armed schooner GOVERNOR PLUMER wounded on board said vessel.

To William Jones

Jan. 24, 1814.

I enclose herewith reports of prisoners of war captured and brought into this port by the Private Armed Schooner FOX etc etc.

To William Jones

Dec. 23, 1813 11 AM.

With heartfelt regret I announce to you a most terrible catastrophe which has taken place in this town, the public interest affected by it renders it a duty incumbent on me to trouble you with a hasty though partial detail of it. About half past 7 oclock last evening a fire broke out about 200 yards from the Custom House and to the windward of it. My dwelling house being about the same distance. On the first call of fire my attention was paid to the saving of the public property but in the act of doing it was driven out by the fire. I was fortunate in saving about half the public papers and those the most valuable.

All the buildings of one Street (Buck) and more than 400 yards in length were consumed, one half of another (Daniels) of about the same length and a considerable part of 3 more shared the same fate with 6 cross streets averaging near 100 yards each, a more particular account I cannot give you as the means of saving property still occupies the exertion of every citizen. I have etc etc.

To William Jones

Jan. 24, 1814.

Benjamin Hunking being desirous of obtaining a station on board a ship of war in the quality of his profession, I take the liberty
 Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

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to name him to you and to recommend him as a skilful practitioner in physio and surgery and a faithful friend and supporter of the administration of our government and would do honor to his appointment and profession in that station. I have the honor etc etc.

To William Jones, Sec. of Navy

Jan. 28, 1814.

I had the honor to receive in due course your circular letter of the 17th Dec and the Act laying an Embargo and also your circular letter of the 24th Dec., containing instructions relating to said act. Perceiving that different constructions are put on some parts of the act and that other parts operate distressingly inconvenient which I conceive are subject to remedy, I am induced respectfully to explain these suggestions and to ask for further instructions or directions. With respect to different constructions of the act, some Collectors conceive that coasting licensed vessels in ballast are not restrained from leaving a port, others are of the opinion that by the law no vessel whether laden or in ballast shall leave a port except those permitted under the 4th section. I have proceeded under the first of these opinions, conceiving that to be the law but to suffer no vessel with a Cargo on board to depart.

With respect to vessels "whose employment has uniformly been confined to the navigation of bays, sounds, rivers etc" there are none such in this vicinity. The transportation in our Rivers is altogether in unlicensed row boats and open vessels called gondolas and scows which latter never go out of the harbour, and a vessel passing without the fort at the entrance of Portsmouth Harbor or in sailing from Boston, on leaving their lighthouse, are as much at sea and exposed to capture as if they were 10 miles from the land saving that the view from the harbor would deter a vessel

from sailing when an enemy was in sight. The waters between Cape Cod and Cape Ann is called Boston Bay or Massachusetts Bay giving name to the State but is not applicable to the contemplated navigation by the 4th section of the Act now is any waters known to me on this part of the country except from Newport to Providence in Rhode Island, from Boston to Hingham and Braintree in Massachusetts and some navigable waters within islands between Casco Bay and Kennebeck on the district of Maine.

The situation of towns between Cape Cod and Eastport calls for the device of some remedy. The ports from Portsmouth to Boston inclusively are in a suffering condition for the want of fuel, lime and lumber this place in a manner having lost their winters stock of wood by the late conflagration and their great and immediate want of lime which they receive from Thomaston render their situation more peculiarly distressing than perhaps any other town on this coast. In like manner the eastern ports having been accustomed to exchange their, wood, lime and lumber at these more westerly ports in New England for corn and every small necessary are reduced to great distress as they have represented to me. A remedy and relief in some measure may be had under restrictions which would be practicable.

Let every coaster give bond to deliver the cargo at the port he clears for and no other. Let every Collector at the ports westerly make themselves acquainted with the population and wants of the eastern ports to which provisions and other necessaries are sent and conform the supplies to such wants. Coasting vessels are frequently brought together in squads of 15 or 20 and sail near enough to the coast (which they do in winter) to make a port every night. Let one of the fleet, (the fastest sailer) keep two or three miles further off the shore to give signals on the appearance of an enemy that every

vessel might enter a port and I am well informed that there are no ports more distant than 9 leagues from another. Each vessel to transmit a certificate of the delivery designated within 2 months. In this manner coasting vessels might navigate the coast with less risque of capture and more certainty of avoiding a supply to the enemy than any other way, their supplies being resitricted and places of delivery designated, there would be no pemptation to go off to a foreign port. etc etc.

To William Jones Asst. Sec. of the Treas.

Feb. 8, 1814.

I have to state to you that being informed by a trusty officer whom I had appointed at Gosport (Isles of Shoals) of a Chaban (?) Boat put in there with goods on board from Hallifax, I immediately dispatched a boat thither and brought her in, seized and landed the goods which consisted of 25 small packages of cutlery worth probably 3 to 4 thousand dollars. The vessel and the goods are libelled/ If there should be a claimant, they probably will be appraised, bonded and given up, which has been done in several instances in this district and finally lost.

This vessel was fitted out at Newburyport and proceeded from thence to Hallifax with a cargo of barley/ I have obtained knowledge of the names of the owners and the master and pray your instructions whether I shall prosecute them for the penalties. They reside in Massachusetts, one in Newburyport and the other in Rowley. I hav etc

To ?

Feb. 18, 1814.

Agreeably to my letter of the 17th accompanying my reports of the customs I now state that the unusual delay of those accounts was ovvasioned by the loss of many of the papers and vouchers which were

Joseph Whipple.

consumed by fire on the 22nd day of Dec as mentioned in a former letter. On the first alarm of fire which broke out between my dwelling and the Custom House in an angular direction and equidistant from each, doubtful which course the wind would point I proceeded immediately to my office taking with me a number of sacks or bags for the purpose of securing my books and papers. I pushed the most valuable in a trunk of which I had the key and filled the sacks with those first coming to hand and directed them with the trunk to places of safety proceeding myself with some of them. Returning to my office with a further supply of bags, I found it enveloped in flames and though I entered the building and ascended the stairs, the only avenue to my office, the flames gushing in with me, I was obliged to retreat instantly. More than half my office papers were consumed, many private papers of value and all the office furniture.

I flattered myself for some time that the trunk was safe as several of the sacks of papers carried to different places through mistake of those who assisted me were returned after the fire. Eight weeks having now elapsed I have but little hope of recovering the papers contained in the trunk amongst which were 25 bonds amounting to 13190 dollars, many receipts for money advanced in the prosecution of suits etc - - -

To James Monroe, Sec. of State

June 21, 1814.

I transmit you herewith enclosed, at the request of Tobias Fernald the father of John Fernald an American seaman now in confinement on board the British prison ship CROWN PRINCE etc etc

To James Monroe

July 1, 1814.

I transmit you herewith enclosed at the request of the friends

Joseph Whipple.

of several American Seamen now in confinement on board the British prison ship CROWN PRINCE documents to prove the birth and citizenship of James Shepherd, Hardison Lapish and Wm. Edgerley. It is particularly requested that these proofs be transmitted to the American agent of prisoners at London to affect their release from confinement. etc etc

To S.H. Smith, Comm. of Revenue

August 6, 1814.

As superintendent of the lighthouse establishment in this State I have the honor to address this letter to you in consequence of an application made to me by Col Walbach commanding the troops stationed at Fort Constitution for the use of the Lighthouse and of the keepers dwelling here to be occupied by the soldiers as barracks.

I conceived this request could not be complied with by me without previous instructions for which I now apply. I conceived the urgency the use was not so pressing for an immediate decision, season or the year would admit of the use of tents or other temporary covers for a short time at least. It is very certain that the occupancy of the Lighthouse by the soldiers would expose it to great injury without a care not commonly exercised by them. The dwelling house of the keeper although it would be much defaced and injured would be of less consequence to the establishment. Its use for barracks therefore might be admitted on the commanding officer providing a tenement for the keeper, restoring the building when the use of it for barracks shall cease, to the state it is now in. In vindication of the measure of yielding the use of the Lighthouse for barracks it is observed by Col Walbach that in case of an attack on the Fort by sea the Lighthouse would be destroyed by the enemy's ships on the attack and be equally exposed to our own guns in resisting, such is the situation of the Fort and the Lighthouse.

Joseph Whipple.

A continuation of withholding the lights which would be a guide to the enemy is requested by Cap Hull and Col Walbach and also the removal of the buoy on Stilemans Rock is proposed by the latter. On the other hand I am requested by fishermen and coasters to restore the lights, alledging that the navigation will be extremely hazardous without them.

On the whole, it is my opinion the danger of the enemys approach to this harbor as it is presumed to be their intention is of much greater consequence to the nation than the injury that could be sustained by our navigation. I have the honor etc etc.

To ?

August 18, 1814.

Concieving it to be the duty of every citizen when impending danger to our country arises whether it shall be within his official charge or not to give information of such transactions as expose the State to injury. The repeated rumors now confirmed by known facts that live cattle are continually drove into lower Canada from Vermont Massachusetts, the district of Maine and from the northen counties of New Hampshire induces me to state to you for the information of the President of the U. S. thant many hundreds and probably thousands of beef cattle have been driven into the enemies country. It has already had such an effect on the price of beef that those employed by by the Contractors for our armies who have pruchased at 4 doll. per hundred are now unable to procure it for less than 6 dollars althouth the country is well storked with that article. No authority in a Custom House officer is known to exist to stop cattle leaving for vermont merely on suspicion that they are destined for Canada. I concieve that other than the present measures are requisite, or further laws enacted to put a stop to this most criminal preceeding of the of the enemies of our country etcetc