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From the National Intelligencer.

COMMUNICATION.

To correct the errors and misrepresentations of certain *printed* sheets, that have been *privately* circulated by Commodore Truxtun the following state of facts, with the accompanying remarks, is published.

Commodore Truxtun in the month of January 1802 was ordered by the Secretary of the Navy to repair to Norfolk, and to assume the command of the frigate Chesapeake. The instructions, in relation to the command he was to have as commodore of the Mediterranean squadron, were postponed by the President until the ship was ready to weigh anchor. Adverting to the accidental circumstance that captain James Barron had been with commodore Dale as the first officer of his ship, and knowing at the same time that the temper of commodore Truxtun was some-what suspicious, the Secretary of the Navy informed him that he should have as his first officer captain Campbell, who accordingly had proceeded on his journey towards Norfolk as far as the city of Washington; but in consequence of a recent injury in one of his knees he was unable to proceed further, and was moreover represented to the Secretary of the Navy as at that time unfit for duty. This was communicated to commodore Truxtun, who immediately in high dudgeon tendered to the Navy Department his resignation (under certain qualifications) by letter dated March 3, 1802, of which the following is an extract.

"I note what you say of captain Campbell; if he cannot go, I trust you will send Rodgers or some other of capability. The officers destined for this ship are all young and very inexperienced—and though in due time may be clever, they are deficient at present—and the task for me on the intended service, would be too severe without some aid—and I have had heretofore much trouble in organizing a squadron and at the same time attending all the duty in detail on board my own ship. Under these circumstances, and having a reputation to lose which I am very tenacious of, I should consider myself wanting in that duty which I owe to *myself* and to *my family*, if I was to proceed without being placed in a situation *similar* to the commander of the squadron now in the Mediterranean, and if this cannot be done—I must beg leave *to quit the service*."

By the order of the President the resignation of commodore Truxtun thus tendered was accepted, and the following is the letter of the Secretary of the Navy to him.

COMMODORE TRUXTUN.

Navy Department, 13 *March*, 1802.

SIR—I have received with real concern your letter of the 3d inst. notifying your determination to quit the service, unless you can have an additional captain to command your ship under you. The condition, sir, is impossible. It is well known that from the reduction of the officers in pursuance of the act of Congress of the last session there is not at this time within the United States a captain of the navy that we could require to take a secondary station on board a ship. As this must have been known to you I cannot but consider your notification as absolute. It is to be regretted that it had not been made at an earlier period, so as to have allowed me to ask from you a reconsideration of the subject: But at this moment, when the ship is almost ready to depart, neither the object of her destination, nor the expences of the delay will allow time for negociation. I would presume too that you had deliberately viewed the case under all its aspects, and that no considerations which I could present, would be new to your mind. It remains then for me, however reluctantly, to acquiesce in your determination, and to lessen as much as possible the expence and injury, which such a notification at this point of time may occasion, by dispatching, as I have done, orders to captain Morris at Boston to repair immediately to Norfolk and to assume the command of the Chesapeake. *Until his arrival* I have committed the charge of the ship to *Lieutenant* Smith.

I have the honor to be,
Your most obedient servant,
R. SMITH.

To this letter, thus accepting his resignation, the Secretary of the Navy received from commodore Truxtun an answer, dated March 22, 1802, of which the following is an extract of what relates to the point in question.

"I am honored with your letter of the 13th and note its contents, *which is well*. The only part of it that I feel *hurt* at is your mention of regret that I did not make known to you my determination at an earlier period. It is not however necessary for me to dwell much on the subject, *now the busines is settled*, but I must remark that the *cold reception of the President* at Washington, and the conduct I met there (unnecessary to mention here) was far from inducing me to believe that the *appointment I held* was congenial to the feelings of Mr. Jefferson."

Three years and an half after commodore Truxtun had thus quit the service, the following letter, with its enclosures, was addressed by him to the navy department.

OFFICIAL.

Hon. Robert Smith, Esq.
Secretary of the Navy.
Philadelphia, 7 Sept. 1805.

I never intentionally wrote an ambiguous letter in my life that I remember, but have ever wished to be explicit in every thing.

At the time I wrote to you my letter of the 3d of March, 1802, from Norfolk, I was extremely unwell, although I kept about as much as I could, to facilitate the frigate's equipment and departure for the station she was intended. I was however, finally obliged not only to go to and remain confined in my chamber for a time, but to *my bed*—and after being removed to a vessel when scarely a convalescent, and reaching my farm in New-Jersey, I was again confined in the same manner for a length of time, and few, if any, not even physicians, expected that I should ever again be restored to my usual health. In the state of health then that I was in, and *the state of mind too*, when I wrote to you on the 3d of March aforesaid—it is possible my letter in some particular may have appeared to you ambiguous, or wanting farther explantation—but the *intention* of that letter was simply to communicate to you *my desire of leave* to relinquish the *command on the Mediterranean service*, without a second captain being furnished me, and it would have been immaterial to me, whether he had been of the 1st, 2d, or 3d grade, a full captain—master commandant, or lieutenant commandant.

The inclosed letters from my friend, Charles Biddle, Esq. and from commodore Dale—the former I wrote to at the same time I wrote to you from Norfolk as already mentioned on this subject, and when I wrote to several other gentlemen, and with whom I have often conversed since will corroborate my explanation of my letter of the 3d of March 1802—and the latter gentleman, who I was to have relieved in the Mediterranean, arrived in Hampton Roads from off that service with the frigate President, I think on the very day captain Morris received from me the command of the Chesapeake, and he commodore Dale very well recollects that I then said to him, and on all occasions since have said to him, when that subject has been introduced, that I merely withdrew from the Mediterranean command, because I deemed farther aid than was furnished necessary for that service, and that I had at no time any intention of resigning my commission, or leaving the general service of the navy, otherwise I should have most certainly forwarded to you my commission, as is usual when a resignation is made. But permit me, sir, to add farther that no letter written by me after I took command of the Chesapeake prior or subsequent to that of the 3d of March aforesaid, *public* or *private*, which has any thing in it conveying an appearance of the smallest intention in me of resigning my standing in the navy. It would be useless for me to add any thing farther in this letter than to pray you write me fully of my situation, and to accept my sincere respect, and that esteem with which I have the honor to be,

Sir, your obedient humble servant,
THOMAS TRUXTUN.

P. S. I could most certainly produce many other letters written to my friends and their answers similar, but that cannot be necessary in this case for Mr. Secretary Smith. T. T.

Charles Biddle, Esq.
Philadelphia, 7th Sept. 1805.

My dear sir.

Much having been said every where whether I had resigned my commission in the navy, or simply declined the command of the Mediterranean squadron, in consequence of not having a captain sent me to act as a second captain under my broad pendant on board the frigate Chesapeake, as has been agreed by the secretary of the navy, I feel it due to myself as well as to others, to inquire of my friend, Charles Biddle, to declare & pronounce candidly as a man of honor & a gentleman, how he precisely understood from the moment I quitted the command of the squadron to the present time, from every conversation he has had with me, this thing to be. Commodore Dale was my predecessor, commanding in the Mediterranean, and he returned to Hampton Roads a short time after my declining to command the squadron without a second captain as aforesaid; and he must know from myself, whether I had resigned my standing in the navy, or whether I had simply resigned, or begged leave to decline the Mediterranean service, in consequence of my not being properly equipt for such a command, or as he had been equipt, and as I had deemed necessary and proper, and as it appears the government deemed necessary and proper, by a letter I have from general Dearborne, dated 13th June, 1801. It is of some importance that these things should be clearly understood, for they have lain dormant a long time, and you will be pleased to ask Dale to declare simply by note his opinion on this question, which is to me, at least of some magnitude, because what I have said and written to you, I have said and written to others, and I use but one language, tho' it is possible Mr. Secretary Smith may have considered some expressions in my letter of the third of March, either ambiguous or wanting of explanation, and in either case I am ready to explain.

Accept assurances, my dear sir, of the high consideration, respect and esteem, with which I am always yours, &c. THOMAS TRUXTUN.

COMMODORE TRUXTUN.

Philadelphia, September 7, 1805.

Dear Sir,

From your letter to me at the time you resigned the command of the squadron going up the Mediterranean, and what has since passed between us on the subject, I know you had no intention of resigning your commission, and I am very certain you would not have given up the command of the squadron had a captain or lieutenant commandant been appointed under you: and I do believe had you been consulted, and government had put it in your power to have appointed one from the officers then up the Mediterranean, you would have sailed without either.

With much esteem, I am
Sincerely your's,
CHARLES BIDDLE.

COMMODORE DALE,

Philadelphia, Sept. 7, 1805.

Dear Sir,

When you arrived from the Mediterranean at Norfolk, did you understand from commodore Truxtun, that when he gave up the command of the squadron to Morris, he had resigned his commission? Or have you at any time since heard him say he had resigned?

Your obedient servant,
CHARLES BIDDLE.

CHARLES BIDDLE, Esq.

Philadelphia, Sept. 7, 1805.

Dear Sir,

In answer to your enquiry of me respecting what I heard when I arrived at Norfolk from the Mediterranean, about commodore Truxtun resigning his commission, I can with confidence say that I did not understand at that time that he intended to resign his commission, and from that time to the present, I have understood from commodore Truxtun that he did not resign his commission in the navy. I am sir, with much respect,

Your obedient servant,
RICHARD DALE.

As the sole object of commodore Truxtun in this last letter, with its enclosures, was to be *re-instated* in the navy, and as the officers of the navy, and especially the captains, were essentially interested *in point of honor* in the decision, the President was restrained by by considerations of delicacy from taking his application seriously under deliberation, until he had been favored with the views of some of the officers. For this purpose the opinions and feelings of the captains, who were in the United States, were ascertained. This was done, not as commodore Truxtun has fancied, to decide whether his letter of March 3, 1802, was or was not a resignation, but to ascertain whether under the explanations and excuses of his last letter of Sept. 7, 1805, they would *willingly* acquiesce in his being again considered in the navy in his former rank. The following letter was the result:

Commodore Truxtun,

Navy Department 10*th February*, 1806.

Sir,

Your letter of the 7th of September, 1805, has been submitted to the President, who, from a due consideration thereof in all its relations, and according to the opinion, nearly unanimous, of professional men consulted thereon, has specially charged me to inform you, that having by your letter of the 3d of March, 1802, quit the service, and having received from this department a letter dated the 13th of the same month acquiescing in your determination, you cannot now be *re-instated* consistently with the privileges of the captains and other officers of the navy of the United States.

With great respect,
I have the honor to be,
Sir, your obedient servant,
R. SMITH.

As commodore Truxtun has been bitterly complaining of the inattention of the secretary of the navy to him, in not having attached to his ship a *captain* of the navy, or some officer *above the grade of a Lieutenant*, and as he has again and again in print, in manuscript and in conversation, stoutly asserted that no commodore, before or since, in this or in any other country, had ever been so horridly treated, I would here submit the following statement:

1st. An *order* of the government to a Captain of the navy to take a secondary station on board of a frigate under another *captain*, would have been contrary to the practice of this country, and would not have been warranted by any practice that has ever obtained in either G. Britain or France.

2nd. In the United States and in Great Britain, there is not any such officer as a *commissioned* commodore. No such commission is issued in either country. The title of commodore is a mere name of courtesy, given to a captain who has the command of a squadron.

3d. In France, however, there is such an officer as a *commissioned* commodore, with a rank above that of a captain.—And therefore in France a commodore, having the command of a squadron given to him, may go on board of whatever ship may be the most agreeable to him, and may afterwards shift his pendant from time to time at pleasure, to any of the other ships of his squadron. To every ship of such squadron there is a captain specially attached by the order of the government, and of course a Commodore in the French service, like an admiral, has in his ship under him a captain of the navy.

4th. In the British navy it is not the practice for a commodore to have in his ship under him a captain of the navy, or indeed any officer above the grade of a lieutenant.

5th. In the American navy under the late administration, commodore Truxton never had in his ship under him a captain of the navy, nor any officer above the grade of a lieutenant.

6th. Under the present administration captain James Barron, owing to certain peculiar circumstances, was with commodore Dale, as the first officer of his ship, not, however, by any *order* of the government, but in virtue of a private friendly arrangement made between those two officers, and afterwards approved and confirmed by the then officiating secretary.

7th. To the ship of commodore Preble no officer of a higher grade than that of a lieutenant was ever attached.

8th. The first officer of the ship of commodore Barron, when first attached to her, was a lieutenant, but was afterward among other lieutenants promoted to the rank of master commandant.—However the commodore of the squadron, *of his own accord*, in the Mediterranean, transferred him to the command of one of the sloops of war, and thus left his own ship with only a lieutenant as the first officer.

9th. The first officer of the ship of commodore Rodgers, now in the Mediterranean, is only a lieutenant.

10th. The usual complement of lieutenants for the Chesapeake, the ship of commodore Truxtun, was four. The lieutenants attached to her, and that went out in her, were John Smith, George Cox, David Porter, and John Galloway. These officers have been invariably and justly highly respected, and three of them do at this time command, with great honor to their country, sloops of war in the Mediterranean. Smith, Cox, and Porter are well known to have been competent in all respects to any station in a frigate. Cox, under the *late* administration, had served with great reputation as the first officer of a ship of war. And Galloway (now deceased) was one of the most promising officers of his standing in the navy. Over and above these four meritorious lieutenants, there had been, besides captain Campbell, four other lieutenants ordered to the Chesapeake.

11th. As Government could not consistently have *ordered* captain Campbell to take a secondary station on board of a frigate under commodore Truxtun, and as the commodore had set his heart much upon having a *captain*, an exofficial arrangement for that purpose had been made with captain Campbell, who had magnanimously yielded to what had appeared clearly to him a solicitude on the part of the secretary of the navy, and had actually proceeded towards Norfolk, as far as the city of Washington, but was unable to proceed further, in consequence of an injury in one of his knees, and was thereupon reported to the secretary as at that time unfit for duty.

12th. At the time Commodore Truxtun had the command of the Chesapeake, there was not in the navy of the United States, any such officer as a master commandant. Neither was there an additional lieutenant within the United States, that could have been attached to his ship.

13th. If commodore Truxtun had gone out in the Chesapeake, as commodore Morris did, with the four lieutenants that had been attached to her, the secretary of the navy would have availed himself of the first opportunity of furnishing him, as he did Morris, with an additional lieutenant.

14th. Commodore Truxtun, after his ship had reached the Mediterranean station, would, as every other commodore, have had full power and authority to have transferred to his ship any lieutenant of the squadron as his first officer.

[*To be continued.*]

SHERIFFALTY.

THE subscriber respectfully reminds the independent voters of Talbot county, of his former solicitation for the *SHERIFF'S OFFICE* of said county at the ensuing election. He continues his desire to serve them—should they honor him with their suffrages, every exertion in his power shall be put in motion to give general satisfaction.

With sentiments of due respect,
The public's obedient servant,
SAMUEL THOMAS.

Easton-Point, June 3, 1806. tf

To the Voters of Talbot County.

HAVING been informed that a report is in circulation that I have declined offering myself as a Candidate for the Sheriff's Office at the ensuing Election, it becomes necessary that I should thus publicly inform you that (in case such a report does exist) it is *FALSE*; and that I am still a candidate for that office, and most respectfully solicit your suffrage; and should the result of the election point me out as worthy of your choice, the most prompt attention, influenced by the purest motives, shall always accompany my best endeavors to give general satisfaction in the discharge of the important duties of said office.

ROBERT DODSON.

June 17, 1806. 16w

In Chancery, June 7, 1806.

ORDERED, That the sale made by *William Jackson*, of part of the real estate of *Thomas Garrett*, be ratified and confirmed, unless cause to the contrary be shewn by the 1st day of August next; *Provided*, a copy of this order is inserted in the newspaper at Easton, for three weeks before the 10th day of July next.

The report states that the house and lot mentioned in the decree was sold for 75 7. 6. Test,

SAMUEL H. HOWARD,
REG. CUR. CAN.