WASHINGTON, May 10.

Copy of a letter from Captain Morris, to the Secretary of the Navy, dated

U. S. ship Adams, April 29, 1814.

SIR,

Having passed the enemy in Lynhaven on the night of the 18th of January last, I steered to the southward of Bermuda and crossed the Atlantic, between 28 and 32 degrees N. lat. On the 29th January captured an English schooner from Malaga to Halifax, with a cargo of wine, oil and fruit, which we burnt, as we likewise did another sch'r. from Newfoundland to Grenada, with a cargo of fish and oil, captured on the 8th February.

On the 4th March, captured a small sloop boat under Cape Mount, on the coast of Africa, with a little rice & camwood on board, 20 leagues east of Cape Palmas we captured on the 11th March, the brig Roebusk, of London, with a small quantity of Ivory, a quantity of palm-oil and various other articles.—After destroying her armament and cargo, we paroled our prisoners, and gave them the brig as a cartel to Sierra Leone.

After a long chase on the 25th March, the last four hours of which was in thick weather, we captured the English India ship Woodbridge, with a cargo of rice and dye woods, but had barely taken possession of her, when the weather cleared up, and we discovered a fleet of 25 sail immediately to windward of us and two ships of war standing for us; we were compelled to abandon the prize with precipitation and attend to our own safety till 10 A. M. the next day when they gave over the chase and returned to the fleet.

I enclose the paroles signed by the prisoners.

I am, with great respect,
Your obedient servant,
C. MORRIS.

Hon. Wm. Jones,
Sec'ry of the Navy, Washington.

Copy of a letter from Capt. Blakely, to the Secretary of the Navy, dated

U. S. ship Wasp, at Sea,
9 P. M. 1st May, 1814.

SIR,

I have the pleasure to inform you, we sailed this day at 4 P. M. from Portsmouth, N. H. and have now a fine breeze from N. West. From the specimen of the sailing of this ship since leaving port, I entertain the most favorable presage of her future performances. I shall keep you informed of my proceeding by every opportunity.

I have the honor to be,
Very respectfully,
Your most ob'dt servant,
J. BLAKELY.

Hon. Wm. Jones,
Sec'ry of the Navy, Washington.

Copy of a letter from Commodore Chauncey, to the Secretary of the Navy, dated

U. S. Ship General Pike,
Sacket's Harbor, April 25, 1814.

SIR,

The Lady of the Lake, (which I have kept cruizing as a look-out vessel between the Gallows and Kingston, ever since the ice broke up,) having a commanding breeze yesterday, run close in to Kingston and showed her colours, which were answered by the enemy's fleet and batteries—his old fleet lay moored off the town with all sails bent and topgallant yards across—a number of gun boats also appeared to be ready, one only of the new ships had her lower masts in, the other appeared to be preparing to put masts in.

I have the honor to be,
Very respectfully, sir,
Your most ob't. serv't.
ISAAC CHAUNCEY.

Hon. William Jones,
Sec'ry of the Navy, Washington.

FROM THE SAME TO THE SAME.

U. S. Ship General Pike,
Sacket's Harbor, April 27, 1814.

SIR,

The night of the 25th inst. two of our gun boats fell in with three of the enemy's boats in this bay. Lieut. Dudley (officer of the guard) hailed and was answered, "guard boats;" this however not being satisfactory, he repeated the hail, but was not answered; finding that the strange boats were attempting to cut him off from the shore, he fired upon them; the enemy, laying upon their oars a short time, pulled in towards Bull Rock Point, without returning the fire. Lieut. Dudley returned to the fleet, and got a reinforcement of boats; but nothing more was seen of the enemy that night. Yesterday morning I directed both shores of Sherimont Bay to be examined, to see whether the enemy had not secreted himself in some of the small creeks—Nothing, however, was discovered, but six barrels of powder, found in the water near the shore, where our guard boats fired on the enemy; these barrels were all slung in such a manner, that one man could take two across his shoulders and carry them; each barrel had a hole bored in the head, of about an inch diameter, with a wooden plug in it. These barrels of powder were evidently fitted for the purpose of blowing our large ship up, if the enemy could have got in undiscovered, by placing them under the ship's bottom, and putting a piece of slow match or port-fire in the hole in the head, which would burn a sufficient time to allow the parties to escape before the fire would communicate to the powder; this also accounts for the enemy not returning the fire of our boats, for having so much powder in, he was apprehensive of accidents, which no doubt induced him to heave it overboard, to be prepared to return the fire if he was pursued.

It would have been impossible for the enemy to have succeeded, even if he had eluded our guard boats (which there are two line of;) for, independent of all the approaches by water being secured by booms, the Madison is moored across the large ship's stern, within 20 yards, and her guns loaded with cannister and bags of musket balls, to rake under the bottom if necessary. A lieutenant and two midshipmen and ten men are on watch under the ship's bottom every night, besides a marine guard outside of her——With all these precautions, I think that it would be impossible for an enemy to land near the ship yard unobserved. However, after this discovery of the enemy's intentions, we shall redouble our vigilance and exertions to preserve our fleet to meet the enemy fairly upon the lake.

I have the honor to be, &c.
ISAAC CHAUNCEY.

FROM THE SAME TO THE SAME.

U. S. ship General Pike,
Sackett's Harbor, May 1, 1814.

SIR,

I am happy to have it in my power to inform you that the U. S. ship 'Superior,' was launched this morning, without accident.

The Superior is an uncommon beautiful, well built ship, something larger than the President, and could mount 64 guns, if it were thought advisable to put as many upon her. This ship has been built in the short space of 80 days, and when it is taken into view, that two brigs of 500 tons each have also been built, rigged and completely fitted for service since the 1st of Feb. will be acknowledged that the mechanics employed on this station have done their duty.

I have the honour to be, &c.
ISAAC CHAUNCEY.

Hon. Wm. Jones,
Sec'ry of the Navy, Washington.

ANOTHER NAVAL VICTORY.

[FROM OUR CORRESPONDENTS.]

Charleston Gazette Office, May 5, 10 o'clock, A. M.

Extract of a letter from our correspondent at Savannah, dated May 2. 1814.

The American brig PEACOCK, capt. Warrington, has adorned with another most brilliant laurel the Naval History of our country.

She captured three days since, near this port, His Britannic Majesty's sloop of war EPERVIER, of 18 guns—but mounting 22, with a full complement of men, after an action of 40 minutes—the Epervier was commanded by Richard Wales. The PRIZE is now coming up—and in half an hour will be opposite our city. The Peacock took out of the Epervier two hundred thousand dollars in specie, and ordered her into this port. The Epervier had 8 men killed and between 30 and 40 wounded—and is much damaged in rigging, sails and hull; her 1st Lieut. had his right arm and thigh shot off; he is on board the prize. The Peacock's loss is trifling, only 3 wounded, none killed. No damage done to her hull at all, and very little to her rigging. The Epervier was built in 1812; and I am told by gentlemen who have been on board of her, that she is a fine, elegant vessel. She had orders to engage any American sloop of war. The Peacock's damage was so trivial, that she has proceeded on her cruize—capt. Warrington did not deem it necessary to come into port. I have given you as far as I have been able to learn, the particulars of this brillant action—to-morrow we shall hear more of it.

Charleston Courier Office, May 5.

CAPTURE OF THE EPERVIER BRIG, BY THE SLOOP OF WAR PEACOCK.

Extract of a letter from a gentleman in Savannah to the Editor, dated

"*Savannah, 2d May*, 1814.

"Sir—Another has been added to our list of Naval Victories. Arrived in our harbor this day, H. B. M. late sloop of war EPERVIER, late Captain Richard Wales, of 18 guns, mounting 22 thirty-two pound carronades, PRIZE to the American sloop of war PEACOCK, Captain Warrington. The following particulars of the engagement, are learnt from an officer of the corvette Adams, now lying in this port:

It lasted forty minutes; the *Epervier* lost 8 killed and 11 wounded, among the latter her 1st Lieut. who lost one leg and one arm; and her hull and rigging very much disabled. The *Peacock* had three wounded, one dangerously; her rigging being little injured, and her hull not even "grazed." The Epervier had under her convoy several vessels, and had on board HALF A MILLION OF DOLLARS, three hundred thousand of which were thrown overboard, the balance taken on board the Peacock, and before the prize could be properly manned, two frigates hove in sight, which gave chase, one to the Peacock, the other to the Epervier, and chased the latter into shoal water off St. Mary's when she sent her barges to capture her; but the prize master, with only six men, opened her ports and out with tompions, and getting on the taffrail with a speaking trumpet making a considerable noise, frightened the barges away, and arrived safe in this port.

At the time of her leaving London, bets at Lloyd's were three to one, that she would take any American sloop of war or small frigate.

Your's respectfully,
WM. CAMP.

AMERICAN NAVY.

OFFICIAL.

Navy Department, March 4, 1814.

SIR,

Agreeably to your information I have the honor to transmit, herewith a list of the ships and vessels of the Navy of the United States, with the rate, station and name of the commander of each.

I have the honor to be,
Very respectfully, Sir,
Your obedient servant,
W. JONES.

Hon. John Gaillard,
Chairman of the Naval Committee of the Senate.

List of the Naval Force of the United States.

——, 74. building at Portsmouth, N. H.
——, 74, building at Charlestown, Mass.
——, 74, building at Philadelphia.
President, 44, New York, John Rodgers, captain.
United States, 44, New London, Stephen Decatur, captain.
Constitution, 44, cruizing, Charles Stewart, captain.
Guerriere, 44, building at Philadelphia.
Java, 44, building at Baltimore.
Columbia, 44, building at Washington.
Constellation, 36, Norfolk, under sailing orders, Charles Gordon, captain.
Congress, 36, Portsmouth, N. H. fitting, John Smith, captain.
Macedonian, 36, N. London, Jacob Jones, captain.
Essex, 32, cruizing, David Porter, captain.
Adams corvette, 24, cruizing, Charles Morris, captain.
John Adams, do. 24, cartel to Gottenburg, Samuel Angus, master commandant.
Alert sloop, 18, New York, guard-ship.
Hornet, do. 18, New London, James Biddle, captain.
Wasp, do. 18, Portsmouth, N. H. under sailing orders, Johnston Blakely, master commandant.
Frolic, do. 18, cruizing, Joseph Bainbridge, master commandant.
Peacock, do. 18, New York, under sailing orders, Lewis Warrington, master commandant.
Erie, do. 18, Baltimore, ready for sea, Charles G. Ridgely, master commandant.
Ontario, do. 18, Baltimore, Robert T. Spence, mast. com.
Argus, do. 18, Washington, fitting for sea.
Louisiana, do. 16, New Orleans, D. T. Patterson, mast. com. commanding officer.
Essex Junior, do. 16, cruizing, John Downs, mast. com.
Greenwich, do. 16, cruizing.
Etna bomb brig New Orleans.
Troup brig 16, Savannah, guard-ship.
Syren do. 16, cruizing, G. Parker, mast. commandant.
Rattlesnake, do. 14, cruizing, John D. Creighton, mast. com.
Enterprize, do. 14. cruizing, James Renshaw, lieut. com.
Carolina schr. 14, Charleston, (S. C.) J. D. Henley, mast. com.
Nonsuch brig 13, Charleston, S. C. Lawrence Kearney, lieut. com.

UNITED STATES NAVAL FORCE ON THE LAKES.

General Pike ship 24 guns, Lake Ontario, Isaac Chauncey, commodore.
Madison ship 20 guns, Ontario, W. M. Crane, mast. com.
Oneida brig 16, Ontario, Thomas Brown, lieut. com.
Sylph schr. 14 do. M. C. Woolsley, master commandant.
Gov. Tompkins schr. 6 do. St. Clair, Elliott midshipman com.
Hamilton schr. 8, Ontario.
Growler schr 5 do.
Pert schr 3 do. Samuel W. Adams. lt. com.
Conquest schr. 3 do. Henry Wells, lieut. com.
Fair American schr 2 do. Wolcott Chauncey, lt. com.
Ontario schr. 2 do. John Stevens, sailing master.
Asp schr 2 do Philander A. Jones, lieut. com.
Julia schr 2 do.
Lady of the Lake schr 1, do M. P. Mix sailing master.
Mary bomb, do.
Lawrence brig 18, Lake Erie, Jesse D. Elliott, mast. com. commanding officer.
Niagara brig, 18 do.
Queen Charlotte ship 20 Erie, } captured from the enemy.
Detroit do do do }
Hunter brig do do }
Lady Prevost sloop 12 do }
Caledonia brig 2, do
Ariel schr 4, do
Somers do 2, do
Scorp'n do 2, do
Porcupine do 1, do
Tygress do 1, do
President sloop 8, Lake Champlain, Thomas Macdonough, C. M. com'g. officer.
Montgomery sloop 8, Lake Champlain.
Com. Preble do. 8 do.

Gun Boats, Barges, &c.

New Orleans 6 gun boats, 5 barges, building; sch'rs. Flying Fish, Sea Horse, sloop Tickler.
Georgia, 5 gun boats, 6 barges building, Charleston, S. C. 2 gun barges equipt, 6 do. building, Alligator.
Wilmington, N. C. 6 gun barge equipt, and 6 building, Thomas N. Cautier, Acting Lieut. commanding officer.
Norfolk, 23 gun boats 1 barge equipt, 10 building, 1 bomb, Joseph Tarbell, capt. com.
Potomac, 3 gun boats, 3 barges equipt, 1 building; schrs Scorpion, Hornet, cutter Asp.
Baltimore, 1 gun boat 13 barges equipt, 10 building; 1 pilot boat.
Delaware, 19 gun boats, 6 barges equipt. 2 block sloops and 1 schr.
New York, 38 gun boats.
Lake Champlain, 2 gun boats 2 barges equipt, 15 building.

New London,	2	gun boats
Newport, R. I.	7	do.
New Bedford,	2	do.
Boston,	2	do.
Newburyport,	2	do.
Portsmouth, N. H.	6	do.

WM. JONES.

Navy Department, March 4, 1814.

We lay before our readers to day the Proclamation of Admiral Cochrane, received at New London, whither it was transmitted by some passengers in a neutral vessel who were permitted to land, announcing a general blockade of that part of our coast not before blockaded.—This instrument is dated the 25th April, at Bermuda, (tho' that fact is not material) before official knowledge of the repeal of the Embargo and Non-Importation had reached this Island. The effect of this Proclamation will be to render the blockade of our coast much more extensive, but perhaps less offensive than before, inasmuch as it takes away the character of discrimination which had been infused by the enemy into their measures as to the Eastern and the Southern ports of the U. States. But, by so much more extensive as is this paper blockade, by so much more inconsistent is it with the laws of nations, and by so much more obnoxious to those neutral powers whose good will, one would think, it is the interest of the enemy to conciliate. It is obviously impossible for the enemy to station "off the said ports and places a naval force adequate to maintain the said blockade in the most rigorous and effective manner," unless it be admitted that an hundred ships sailing off and on, can blockade a coast of 2,000 miles in extent. It is a fact notorious to all, that not one of our vessels of war on its return to port, has been intercepted by the enemy, since the commencement of the war, notwithstanding the large force he has constantly maintained, at great expence and risk, along our coast; and it is verily believed, from this and other circumstances, that his thousand ships of war, all devoted to that service, would be inadequate to an effectual blockade of our ports, or at least to a blockade, as the term is defined by the law of nations, and understood and recognised by the European neutrals.——This measure of the enemy, therefore, be its object what it avowed to be, or be it not, can only injure his own interests: 1. By preventing if it be effectual, or, at any rate, by impending the importation of his manufactures into this country in neutral bottoms:—2. By irritating neutrals by a system of fictitious and illegitimate blockade, by which they will be immediately aggrieved, and cannot but resent it. As to the motive of this sweeping measure as respects ourselves, we do not consider it at all indicative of the present feeling of the British government, because adopted by one of its agents at a distance from the theatre of our negociations with the enemy, who could not have been apprized of their progress and probably has had no reference to their existence. The temper of the enemy can only be correctly ascertained by the first dispatches of our Ministers from Gottenburg. At least such is our impression.

National Intelligencer.

By the Hon. Sir Alexander Cochrane, Knight of the Bath, &c. &c. &c.

A PROCLAMATION.

Whereas, Admiral the Right Honorable Sir John Borlase Warren, did by virtue of the power and authority to him given, by the proclamation bearing date at Halifax the sixteenth day of November, eighteen hundred and thirteen, declare that, not only the ports and harbors of the Chesapeake, Delaware, New York, Charleston, Port Royal, Savannah, and the river Mississippi, in the United States of America, were and still continued in a state of blockade, but also that part of Long Island sound, being the sea coast lying within Montauk Point, and the point of land commonly called Lack Point; together with all the ports, harbors, creeks, and entrances of the North and East rivers of New York, as well as all other the ports, creeks, and bays along the sea coast of Long Island and the state of New York, and all the ports, harbors, rivers, and creeks, lying and being on the sea coast of the states of East and West Jersey, Pennsylvania, the lower countries on the Delaware, Maryland, Virginia, North and South Carolina, Georgia, and all the entrances from the sea into the said river Mississippi, were blockaded:—And, whereas, since the institution of the said blockade, the enemy availing himself of the supplies, which have been furnished by means of neutral communication to those ports and places of the United States which were left open and unrestricted, hath already fitted out numerous vessels of war, and is engaged in constructing and setting forth several ships of the line, as well as frigates and other armed vessels, for the purpose of prosecuting the war with G. Britain, and frustrating the object of the said blockade:—

I do, therefore, by virtue of the power and authority in me vested, declare, in addition to the said ports & places blockaded aforesaid, all the remaining ports, harbors, bays, creeks, rivers, inlets, outlet, islands and sea coasts of the said United States of America, from the point of land commonly called Black Point in the northern and eastern boundaries between the said U. States and the British Province of New Brunswick in America, to be in a state of strict and rigorous blockade. And I do further declare that I have stationed off the said ports and places, herein before mentioned, a naval force adequate to maintain the said blockade in the most rigorous and effective manner. And I do hereby require the respective flag officers, captains, commanders and commanding officers, of his majesty's ships and vessels employed on the North American station, to the execution of this proclamation. And I do caution and forbid the ships and vessels of all and every nation in peace and amity with the crown of G. Britain, from entering or attempting to enter, or from coming out or attempting to come out of any of the said ports, harbors, bays, creeks, inlets, outlets, islands, and sea coasts, after the notification of the said blockade, under any pretence whatever: And that no person may plead ignorance of this proclamation, I have caused the same to be published.

Given under my hand at Bermuda the 25th day of April, 1814.

ALEXANDER COCHRANE.

To the respective flag officers, captains, &c. &c. &c.

By command of the Vice-Admiral.
Wm. Balhetchet, Sec'ry.

WASHINGTON, May 12.

Extract of a letter from Commodore Decatur, to the Secretary of the Navy, dated

New London, May 7, 1814.

"The enclosed, No. 2, is the copy of a note I addressed to Captain Capel, of his B. M. ship La Hogue, on the subject of Bernard O'Brien, a native citizen of the United States. In the boat that bore the Flag of Truce to the La Hogue, the father of the man in question went. Capt. Capel would not permit him to see his son. He directed my officer to inform me that he would answer my despatch the next day, since when I have not heard from him."

(COPY.)

SIR,

At the solicitation of Mr. Bernard O'Brien, whose son is now on board H. B. M. ship La Hogue, under your command, I have granted a Flag of Truce, conducted by Lieut. Hamilton, with permission for Mr. O'Brien to attend it.—His object is to effect the liberation of his son, a native born citizen of the United States. He bears with him a copy of the record of the town of Groton, in the State of Connecticut, signed by the Town Clerk and Selectmen, as also a certificate from a number of respectable men in Groton, proving his nativity.—With these documents I cannot doubt that he will effect the purpose of his visit.

(Signed) S. DECATUR.

Preston, April 8th, 1814

Stephen Decatur, Esq.
Commandant of the U. S. squadron lying in the River Thames.

SIR,

We, the undersigned, take the liberty to solicit your assistance, in behalf of Mr. Bernard O'Brien, in obtaining his son's release from the British ship La Hogue, off New London.

We are all well acquainted with the young man, and know him to be an American born citizen. His letter to his father, dated on board the La Hogue of the 24th of March, is sufficient proof of his being on board (which letter will be shewn you;) if you can give any assistance in obtaining his release, either by letting Mr. O'Brien go to the ship by flag of truce, or in any other way, it will be considered a particular favor conferred on, sir, your most obedient servants,

Gerard Galley,
Nathl. Kimball,
Jos. Tuttle,
Geo. A. Sylleman,
Ro. S. Avery,
Crustus T. Smith.

P. S. The young man's name is Barnard.

Barnard O'Brien, son of Barnard O'Brien and his wife Elizabeth O'Brien, was born in the town of Groton, January 29, 1789.

Extracts from the records of the Town of Groton. A true copy certified per
AMOS A. NILES, T. Clerk.

I certify, that Amos A. Niles is Town Clerk for Groton, and that I believe the above certificate to be a true and correct record of Barnard O'Brien's birth—I do also certify that I have known the said Barnard O'Brien from his youth.

Dated Groton, 7th April, 1814.
NOYES BARBER,
Selectman for Groton.

JOHN RANDOLPH.

We understand that John Randolph of Roanoke, has again offered as a candidate for Congress, in opposition to John W. Eppes, the present member from that District. The result may be easily anticipated. The triumph of sound principles has at last arrived, and the friends of Britain and the enemies of their country will now discover that tergiversation and toryism are no longer the order of the day. Nothing evinces the firmness of the American people, and especially the Virginians, more than the election of Mr. Eppes.—John Randolph, once the idol of his State, with uncommon powers of mind, and acknowledged eloquence; but ambitious, petulent, and inconstant, was out-polled in his own district, by a gentleman almost a stranger; and for whom the inhabitants had none of these prejudices and partialities which arise from kindred, association and residence.

[*Washington Gazette.*