WASHINGTON, July 13.

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

Essex Junior, July 3d, 1814, At Sea.

SIR,

I have done myself the honor to address you, repeatedly, since I left the Delaware; but have scarcely a hope that one of my letters has reached you; therefore, consider it necessary to give you a brief history of my proceedings since that period.

I sailed from the Delaware on the 27th of October, 1812, and repaired with all diligence, (agreeably to instructions from Com. Bainbridge,) to Port Praya, Fernando de Noronho, and Cape Frio; and arrived at each place on the day appointed to meet him. On my passage from Port Praya to Fernando de Noronho, I captured his Britannic majesty's packet Norton; and after taking out about £11,000 sterling in specie, sent her under command of lieut. Finch, for America. I cruized off Rio de Janeiro, and about Cape Frio, until the 12th January, 1813, hearing frequently of the Commodore, by vessels from Bahia. I here captured but one schooner with hides and tallow; I sent her into Rio. The Montague, the Admiral's ship, being in pursuit of me, my provisions now getting short, & finding it necessary to look out for a supply, to enable me to meet the Commodore by the 1st of April, off St. Helena, I proceeded to the Island of St. Catharines, (the last place of rendezvous on the coast of Brazil,) as the most likely to supply my wants, and, at the same time, afford me that secrecy necessary to enable me to elude the British ships of war on the coast, and expected there. I here could procure only wood, water, and rum, and a few bags of flour; and hearing of the Commodore's action with the Java, the capture of the Hornet by the Montague, and of a considerable augmentation of the British force on the coast, and of several being in pursuit of me, I found it necessary to get to sea as soon as possible. I now, agreeably to the Commodore's plan, stretched to the southward, securing the coast as far as Rio de la Plata. I heard that Buenos Ayres was in a state of starvation, and could not supply our wants; and that the government of Monteviedo was very inimical to us. The Commodore's instructions now left it completely discretionary with me what course to pursue, and I determined on following that which had not only met his approbation, but the approbation of the then Secretary of the Navy, I accordingly shaped my course for the Pacific; and after suffering greatly from short allowance of provisions, and heavy gales off Cape Horn, (for which my ship and men were ill provided,) I arrived at Valparaiso on the 14th March, 1813. I here took in as much jerked beef, and other provisions, as my ship would conveniently stow, and ran down the coast of Chili and Peru; in this track I fell in with a Peruvian corsair, which had on board 24 Americans as prisoners, the crews of two whale ships, which she had taken on the coast of Chili. The Captain informed me that, as the allies of G. Britain, they would capture all they should meet with, in expectation of a war between Spain and the U. States.——I consequently threw all his guns and ammunition into the sea, liberated the Americans, wrote a respectful letter to the Vice Roy, explaining the cause of my proceedings, which I delivered to her Captain. I then proceeded for Lima, and re-captured one of the vessels as she was entering the port.——From thence I proceeded for the Galapagos Islands, where I cruized from the 17th April until the 3d Oct. 1813; during which time I touched only once on the coast of America, which was for the purpose of procuring a supply of fresh water, as none is to be found among those Islands, which are perhaps the most barren and desolate of any known.

While among this group, I captured the following British ships, employed chiefly in the spermaceti whale fishery, viz:

Letters of Marque.

	tons.	men.	guns.	pierced for
Mortezuma,	270	21	2	
Policy,	175	25	10	18
Georgiana,	280	25	6	18
Greenwich,	338	25	10	20
Atlantic,	355	24	8	20
Rose,	220	21	8	20
Hector,	270	26	11	20
Catharine,	276	29	8	18
Seringapatam,	357	31	14	26
Charlton,	274	21	10	18
New Zealander,	259	23	8	18
Sir A. Hammond,	301	31	12	18
	3465	302	107	

As some of those ships were captured by boats, & others by prizes, my officers and men had several opportunities of shewing their gallantry.

The Rose and Charlton were given up to the prisoners; the Hector, Catharine, and Montezuma, I sent to Valparaiso, where they were laid up; the Policy, Georgiana & N. Zealander, I sent for America; the Greenwich I kept as a store ship, to contain the stores of my other prizes, necessary for us; and the Atlantic, now called the Essex Junior, I equipped with 20 guns, & gave command of her to Lieut. Downes.

Lieut. Downs had convoyed the prizes to Valparaiso, and, on his return, brought me letters, informing me that a squadron under the command of Commodore Jas. Hillyar, consisting of the frigate Phœbe, of 36 guns, the Racoon and Cherub sloops of war, and a store ship of 20 guns, had sailed on the 6th of July for this sea. The Racoon and Cherub had been seeking me for some time on the coast of Brazil, and, on their return from their cruize, joined the squadron sent in search of me to the Pacific.——My ship, as it may be supposed, after being near a year at sea, required some repairs to put her in a state to meet them; which I determined to do, and bring them to action, if I could meet them on nearly equal terms. I proceeded, now, in company with the remainder of my prizes, to the Island of Nooaheevah, or *Madison's* Island, lying in the *Washington* groupe, discovered by a Captain Ingraham of Boston; here I caulked and completely overhauled my ship, made for her a new set of water casks, her old ones being entirely decayed, & took on board from my prizes provisions and stores for upwards of four months, and sailed for the coast of Chili on the 12th Dec. 1813. Previous to sailing, I secured the Seringapatam, Greenwich, and Sir Andrew Hammond under the guns of a battery, which I erected for their protection; (after taking possession of this fine Island for the U. States, and establishing the most friendly intercourse with the natives,) I left them under the charge of Lieutenant Gamble, of the Marines, with 21 men, with orders to repair to Valparaiso after a certain period.

I arrived on the coast of Chili on the 12th January, 1814; looked into Conception and Valparaiso, found at both places only three English vessels, and learned that the squadron which sailed from Rio de Janeiro for this sea had not been heard of since their departure, and were supposed to be lost in endeavoring to double Cape Horn.

I had completely broken up the British navigation in the Pacific; the vessels which had not been captured by me, were laid up and dare not venture out. I had afforded the most ample protection to our own vessels, which were, on my arrival, very numerous and unprotected. The valuable whale fishery there is entirely destroyed, and the actual injury we have done them may be estimated at two and a half million of dollars, independent of the expences of the vessels in search of me.——They have furnished me amply with sails, cordage, cables, anchors, provisions, medicines and stores of every description; and the slops on board them have furnished clothing for the seamen. We had in fact lived on the enemy since I had been in that sea, every prize having proved a well found store ship for me,—I had not yet been under the necessity of drawing bills on the department for any object, & had been enabled to make considerable advances to my officers & crew on account of pay.

For the unexampled time we had kept the sea, my crew had continued remarkably healthy; I had but one case of the scurvy, and had lost only the following men by death, viz:

John S. Cowan, Lieutenant,
Robert Miller, Surgeon,
Levi Holmes, O. Seaman,
Edward Sweeny, do.
Samuel Groce, Seaman,
James Spafford, Gunner's Mate.
Benjamin Geers, } Qr. Gunners,
John Rodgers, }
Andrew Mahan, Corporal of Marines,
Lewis Price, Private Marine.

I had done all the injury that could be done the British commerce in the Pacific, and still hoped to signalize my cruise by something more splendid before leaving that sea. I thought it not improbable that Com. Hillyar might have kept his arrival secret, & believing that he would seek me at Valparaiso, as the most likely place to find me, I therefore determined to cruize about that place, and should I fail of meeting him, hoped to be compensated by the capture of some merchant ships, said to be expected from England.

The Phœbe, agreeably to my expectations, came to seek me at Valparaiso, where I was anchored with the Essex, my armed prize the Essex Junior, under the command of Lieut. Downes, on the look out off the harbor; but, contrary to the course I tho't he would pursue, Com. Hillyar bro't with him the Cherub sloop of war, mounting 28 guns, eighteen 32 pound carronades, eight 24's, and two long 9's on the quarter deck and forecastle, and a complement of 180 men. The force of the Phœbe is as follows: thirty long 18 pounders, sixteen 32 pound carronades, one howitzer, and six 3 pounders in the tops, in all 53 guns, and a complement of 320 men; making a force of 81 guns and 500 men; in addition to which, they took on board the crew of an English letter of marque laying in port.—Both ships had picked crews, and were sent into the Pacific, in company with the Racoon of 22 guns and a store ship of 20 guns, for the express purpose of seeking the Essex, and were prepared with flags bearing the motto, "God and country; British Sailors' best rights, Traitors offend them." This was intended as a reply to my motto, "*Free Trade and Sailor's Rights*," under the erroneous impression that my crew were chiefly Englishmen, or to counteract its effect on their own crews. The force of the Essex was 46 guns, forty 32 pound carronades, and six long 12's, and her crew, which had been much reduced by prizes, amounted only to 255 men. The Essex Junior, which was intended chiefly as a store ship, mounted 20 guns, 10 eighteen pound carronades, and ten short 6's, with only 60 men on board. In reply to their motto, I wrote at my mizen, "*God, our Country and Liberty; Tyrant's offend them.*"

On getting their provisions on board, they went off the port for the purpose of blockading me, where they cruised for near six weeks; during which time I endeavoured to provoke a challenge, and frequently, but ineffectually, to bring the Phœbe alone to action, first with both my ships, and afterwards with my single ship, with both crews on board. I was several times under way, and ascertained that I had greatly the advantage in point of sailing, and once succeeded in closing within gun shot of the Phœbe, and commenced a fire on her, when she ran down for the Cherub, which was 2 1-2 miles to leeward; this excited some surprise and expressions of indignation, as previous to my getting under way, she hove too off the port, hoisted her motto flag and fired a gun to windward. Com. Hillyar seemed determined to avoid a contest with me on nearly equal terms, and from his extreme prudence in keeping both his ships constantly within hail of each other, there were no hopes of any disadvantages to my country from a longer stay in port. I therefore determined to put to sea the first opportunity which should offer; and I was the more strongly induced to do so, as I had gained certain intelligence that the Tagus, rated 38, and two other frigates, had sailed for that sea in pursuit of me; and I had reason to expect the arrival of the Racoon from the N. W. coast of America, where she had been for the purpose of destroying our Fur establishment on the Columbia. A rendezvous was appointed for the Essex Junior, and every arrangement made for sailing, and I intended to let them chase me off, to give the Essex Junior an opportunity of escaping. On the 28th March, the day after this determination was formed, the wind came on to blow fresh from the southwad, when I parted my larboard cable and dragged my starboard anchor directly out to sea. Not a moment was to be lost in getting sail on the ship.—The enemy were close in with the point forming the west side of the bay; but on opening them, I saw a prospect of passing to windward, when I took in my top gallant sails, which were set over single reefed topsails, and braced up for this purpose: but on rounding the point, a heavy squall struck the ship and carried away her main top mast, precipitating the men who were aloft into sea who were drowned. Both ships now gave chase to me, and I endeavered in my disabled state to reg in the port; but finding I could not recover the common anchorage, ran close into a small bay, about three quarters of a mile to leeward of the battery on the east side of the harbour, and let go my anchor within pistol shot of the shore, where I intended to repair my damages as soon as possible. The enemy continued to approach and shewed an evident intension of attacking, regardless of the neutrality of the place where I was anchored; and their caution observed in their approach to the attack of the crippled Essex was truly rediculous, as was their display of their motto flags, and the number of Jacks at all their mast heads. I, with as much expedition as circumstances would admit of, got ship ready for action, and endeavored to get a spring on my cable, but had not succeeded when the enemy, at 54 minutes past 3 P. M. made his attack, the Phœbe placing herself under my stern, and the Cherub on my starboard bow: but the Cherub soon finding her situation a hot one, bore up and ran under my stern also, where both ships kept up a hot raking fire. I had got three long 24 pounders out of the stern ports which were worked with so much bravery and skill that in half an hour we so disabled both as to compel them to haul off to repair damages.—In the course of this firing, I had by the great exertion of Mr. Edward Barnewall, the Acting sailing master, assisted by Mr. Linscott, the boatswain, succeeded in getting springs on our cable three different times; but the fire of the enemy was so excessive, that before we could get our broadside to bear, they were shot away, and thus rendered useless to us. My ship had received many injuries and several were killed and wounded, but my brave officers and men, notwithstanding the unfavourable circumstances under which we were brought to action, and the powerful force opposed to us, were no ways discouraged—all appeared determined to defend their ship to the last extremity, and to die in preference to a shameful surrender. Our gaff, with the ensign and the motto flag at the mizen, had been shot away, but FREE TRADE AND SAILORS' RIGHTS continued to fly at the fore. Our ensign was replaced by another; and to guard against a similar event, an ensign was made fast in the mizen rigging, and several jacks were hoisted in different parts of the ship. The enemy soon repaired his damages for a fresh attack, he now placed himself, with both his ships, on my starboard quarter, out of the reach of my carronades, and where my stern guns could not be brought to bear, he there kept up a most galling fire, which it was not in my power to return, when I saw no prospect of injuring him without getting under way and becoming the assailant. My topsails sheets and halliards were all shot away, as well as the jib and fore top mast stay sail haliards. The only rope not cut was the flying jib haliards; and that being the only sail I could set, I caused it to be hoisted, my cable to be cut, and ran down on both ships, with an intention of laying the Phœbe on board. The firing on both sides was now tremendous; I had let fall my fore top sail and fore sail, but the want of tacks and sheets rendered them almost useless to us—yet we were enabled, for a short time, to close with the enemy; and although our decks were now strewed with dead, and our cockpit filled with wounded—although our ship had been several times on fire, and was rendered a perfect wreck, we were still encouraged to hope to save her, from the circumstance of the Cherub, from her crippled state, being compelled to haul off. She did not return to close action again, although she apparently had it in her power to do so, but kept up a distant firing with her long guns.—The Phœbe, from our disabled state, was enabled however, by edging off, to choose the distance which best suited her long guns, and kept up a tremendous fire on us, which mowed down my brave companions by the dozen. Many of my guns had been rendered useless by the enemy's shot, and many of them had had their whole crews destroyed. We manned them again from those which were disabled, and one gun in particular was three times manned—fifteen men were slain at it in the course of the action! but, strange as it may appear, the captain of it escaped with only a slight wound. Finding that the enemy had it in his power to choose his distance, I now gave up all hopes of closing with him, and as the wind, for the moment, seemed to favor the design, I determined to endeavor to run her on shore, land my men and destroy her. Every thing seemed to favor my wishes. We had approached the shore within musket shot, and I had no doubt of succeeding, when, in an instant, the wind shifted from the land (as is very common in this port in the latter part of the day) and payed our head down on the Phœbe, where we were again exposed to a dreadful raking fire. My ship was now totally unmanageable: yet, as her head was toward the enemy, and he to leeward of me, I still hoped to be able to board him. At this moment Lieut. Commandant Downes came on board to receive my orders, under the impression that I should soon be a prisoner. He could be of no use to me in the then wretched state of the Essex; and finding (from the enemy's putting his helm up) that my last attempt at boarding would not succeed, I directed him, after he had been about ten minutes on board, to return to his own ship, to be prepared for defending and destroying her in case of attack. He took with him several of my wounded, leaving three of his boat's crew on board to make room for them.—The Cherub now had an opportunity of distinguishing herself, by keeping up a hot fire on him during his return. The slaughter on board my ship had now become horrible, the enemy continuing to rake us, and we unable to bring a gun to bear. I therefore directed a hawser to bent to the sheet anchor, and the anchor to be cut from the bows to bring her head round: this succeeded. We again got our broadside to bear, and as the enemy was much crippled and unable to hold his own, I have no doubt he would soon have drifted out of gun shot before he discovered we had anchored, had not the hawser unfortunately parted. My ship had taken fire several times during the action, but alarmingly so toward and at this moment, the flames were bursting up each hatchway, and no hopes were entertained of saving her; our distance from the shore did not exceed three quarters of a mile, and I hoped many of my brave crew would be able to save themselves, should the ship blow up, as I was informed the fire was near the magazine, and the explosion of a large quantity of powder below served to encrease the horrors of our situation—our boats were destroyed by the enemy's shot; I, therefore, directed those who could swim to jump overboard, and endeavour to gain the shore.—some reached it—some were taken by the enemy, and some perished in the attempt; but most preferred sharing with me the fate of the ship. We, who remained, now turned our attention wholly to extinguishing the flames; and when we had succeeded, went again to our guns, where the firing was kept up for some minutes, but the crew had by this time become some so weakened, that they all declared to me the impossibility of making further resistance, and entreated me to surrender the ship to save the wounded, as all further attempt at opposition must prove ineffectual, almost every gun being disabled by the destruction of their crews. I now sent for the officers of the divisions to consult them; but what was my surprize to find only Acting Lieut. Stephen Decatur M'Knight remaining, who confirmed the report respecting the condition of the guns on the gun deck—those on the spar deck were not in a better state). Lieut. Wilmer, after fighting most gallantly throughout the action, had been knocked overheard by a splinter, while getting the sheet anchor from the hows, and was drowned. Acting Lieut. John G. Cowell had lost a leg; Mr. Edward Barnewell, Acting Sailingmaster, had been carried below after receiving two severe wounds, one in the breast and one in the face; and Acting Lieut. Wm. H. Odenheimer had been knocked overboard from the quarter an instant before, and did not regain the ship until after the surrender. I was informed that the cockpit, the steerage, the ward room and the birth deck could contain no more wounded; that the wounded were killed while the surgeons were dressing them, and that, unless something was speedily done to prevent it, the ship would soon sink from the number of shot holes in her bottom. And on sending for the Carpenter, he informed me that all his crew had been killed or wounded, and that he had once been over the side to stop the leaks, when his slings had been shot away, and it was with difficulty he was saved from drowning. The enemy, from the smoothness of the water, and the impossibility of reaching him with our carronades, and the little apprehension that was excited by our fire, which had now become much slackened, was enabled to take aim at us as at a target; his shot never missed our hull, and my ship was cut up in a manner which was, perhaps, never before witnessed—in fine, I saw no hopes of saving her, and at 20 minutes after 6 P. M. gave the painful order to strike the colours. 75 men, including officers, were all that remained of my whole crew, after the action, capable of doing duty, and many of them severely wounded, some of whom have since died. The enemy still continued his fire, and my brave, though unfortunate companions were still falling about me. I directed an opposite gun to be fired, to show them we intended no further resistance; but they did not desist; four men were killed at my side, and others in different parts of the ship. I now believed he intended to show us no quarter, and that it would be as well to die with my flag flying as struck, and was on the point of again hoisting it, when about ten minutes after hauling the colors down he ceased firing.

I cannot speak in sufficiently high terms of the conduct of those engaged for such an unparalleled length of time (under such circumstances) with me in the arduous and unequal contest. Let it suffice to say, that more bravery, skill, patriotism and zeal were never displayed on any occasion. Every one seemed determined to die in defence of their much loved country's cause, and nothing but views of humanity could ever have reconciled them to the surrender of the ship; they remembered their wounded and helpless shipmates below. To Acting Lieuts. M'Knight and Odenheimer I feel much indebted for their great exertions and bravery throughout the action, in fighting and encouraging the men at their divisions, for the dextrous management of the long guns, and for their promptness in re-manning their guns as their crews were slaughtered. The conduct of that brave and heroic officer, Acting Lieut. John G. Cowell, who lost his leg in the latter part of the action, excited the admiration of every man in the ship, and after being wounded would not consent to be taken below until loss of blood had rendered him insensible. Mr. Edward Barnewell, acting sailing master, whose activity and courage was equally conspicuous, returned on deck after his first wound, and remained after recieving his second until fainting with loss of blood. Mr. Samuel B. Johnson who had joined me the day before, and acted as marine officer, conducted himself with great bravery, and exerted himself in assisting at the long guns; the musketry after the first half hour being useless, from our long distance).

Mr. M. W. Bostwick, whom I had appointed acting purser of the Essex Junior, and who was on board my ship, did the duties of aid, in a manner which reflects on him the highest honor, and Midshipmen Isaacs, Farragut and Ogden, as well Acting Midshipman James Terry, James R. Lyman and Samuel Duzenbury, and Master's Mate Wm. Pierce exerted themselves in the performance of their respective duties and gave an earnest of their value to the service; the three first are too young to recommend for promotion, the latter I beg leave to recommend for confirmation as well as the acting Lieuts. and Messrs. Barnewall, Johnston and Bostwick.

We have been unfortunate, but not disgraced; the defence of the Essex has not been less honorable to her officers and crew, than the capture of an equal force, and I now consider my situation less unpleasant, that that of Commodore Hilyar, who, in violation of every principle of honor and generosity, and regardless of the rights of nations, attacked the Essex in her crippled state, within pistol shot of a neutal shore; when for six weeks I had daily offered him fair and honorable combat on terms greatly to his advantage; the blood of the slain must be on his head, & he has yet to reconcile his conduct to heaven, to his conscience and to the world. The annexed extract of a letter from com. Hilyar, which was written previous to his returning me my sword, will shew his opinion of our conduct.

My loss has been dreadfully severe, 58 killed or have since died of their wounds, and among them Lt. Cowell; 39 were severely wounded, 27 slightly, and 31 are missing; making in all 154, killed, wounded, and missing, a list of whose names is annexed.

The professional knowledge of Doctor Richard Hoffman, acting surgeon, and doctor Alexander Montgomery, acting surgeon's mate, added to their assiduity and assistance of Mr. D. P. Adams the Chaplain, saved the lives of many of the wounded; those gentlemen have been indefatigable in their attentions to them; the two first I beg leave to recommend for confirmation, and the latter to the notice of the Department.

I must in justification of myself observe, that with our six 12 pounders only we fought this action, our carronades being almost useless.

The loss in killed and wounded has been great with the enemy; among the former is the first Lieutenant of the Phœbe, and of the latter Capt. Tucker of the Cherub, whose wounds are severe. Both the Essex & Phœbe were in a sinking state, and it was with difficulty they could be kept afloat until they anchored in Valparaiso next morning. The battered state of the Essex will, I believe, prevent her ever reaching England, and I also think it will be out of their power to repair the damages of the Phœbe, so as to enable her to double Cape Horn. All the masts and yards of the Phœbe and Cherub are badly crippled, and their hulls much cut up; the former had 18 12 pound shot thro' her below her water line, some three feet under water.——Nothing but the smoothness of the water saved both the Phœbe and Essex.

I hope, sir, that our conduct may prove satisfactory to our country and that it will testify it by obtaining our speedy exchange, that we may again have it in our power to prove our zeal.

Commodore Hillyar (I am informed, has tho't proper to state to his government that the action only lasted 45 minutes; should he have done so, the motive may be easily discovered—but the thousands of disinterested witnesses who covered the surrounding hills can testify that we fought his ships near two hours and an half; upwards of 50 broadsides were fired by the enemy agreeable to their own account, and upwards of 75 by ours; except the few minutes they were repairing damages, the firing was incessant.

Soon after my capture I entered into an agreement with Commodore Hillyar to disarm my prize the Essex Junior, and proceed with the survivors of my officers and crew in her to the U. States. He consented to grant her a passport to secure her from re-capture. The ship was small and we knew we had much to sufier, yet we hoped soon to reach our Country in safety, that we might again have it in our power to serve it.—This arrangement was attended with no additional expense, as she was abundantly supplied with provisions and stores for the voyage.

In justice to Com. Hillyar, I must observe, that, (although I can never be reconciled to the manner of his attack on the Essex, or his conduct before action,) he has, since our capture, shewn the greatest humanity to my wounded (which he permitted me to land on condition that the United States should bear the expenses, and has ever evinced as much as lay in his power to alleviate the distresses of war by the most generous and delicate deportment towards myself, my officers and crew; he gave orders that the property of every person should be respected—his officers, however, were not so strictly attentive to as might have been expected; besides being deprived of hooms, charts, &c. &c. both myself and officers lost many articles of our clothing, some to a considerable amount. I should not have considered this last circumstance of sufficient importance to notice, did it not mark a striking difference between the navy of G. Britain and that of the U. States, highly creditable to the latter.

By the arrival of the Tagus, a few days after my capture, I was informed that besides the ships which had arrived in the Pacific in pursuit of me, and those still expected, others were sent to cruise for me in the China Seas, off New Zealand, Timor and New Holland, and that another frigate was sent to the River la Plata.

To possess the Essex it has cost the British government near $6,000,000, and yet, sir, her capture was owing entirely to accident; and if we consider the expedition with which naval contests are now decided, the action is a dishonor to them. Had they brot their ships boldly into action with a force so very superior, and having the choice of position, they should either have captured or destroyed us in one fourth the time they were about it.

During the action, our Consul General Mr. Poinsett called on the Governor of Valparaiso, to requested that the batteries might protect the Essex. This request was refused, but he promised that if she should succeed in fighting her way to the common anchorage, he would send an officer to the British commander & request him to cease firing, but declined using force under any circumstances, and there is no doubt a perfect understanding exists between them; this conduct added to the assistance given to the British, and their friendly reception after the action, and the strong bias of the faction which govern Chili in favor of the English, as well as their hostility to the Americans, induced Mr. Poinsett to leave that country. Under such circumstances, I did not conceive it would be proper for me to claim the restoration of my ship, confident that the claim would be made by my government to more effect. Finding some difficulty in the sale of my prizes, I had taken the Hector and Catharine to sea and burnt them with their cargoes.

I exchanged Lieut. M'Knight, Mr. Adams and Mr. Lyman and 11 Seamen for part of the crew of the Sir Andrew Hammond, and sailed from Valparaiso on the 27th April where the enemy were still patching up their ships to put them in a state for proceeding to Rio de Janeiro previous to going to England.

Annexed is a liss of the remains of my crew to be exchanged, as also a copy of the correspondence between Com. Hillyar and myself on that subject. I also send you a list of the prisoners I have taken during my cruize, amounting to 343.

I have the honor to be, &c
D. PORTER.

The Hon. Secretary of the Navy
of the U. S. Washington.

P. S. To give you a correct idea of the state of the Essex at the time of her surrender, I send you the Boatswain's and Carpenter's report of damages; I also send you a report of the divisions.

Extract of a letter from Commodore Hillyar to me.
Phœbe, April 4th, 1814.

"*My Dear Sir—Neither in our conversations nor in the accompanying letter, have I mentioned your sword. Ascribe my remissness in the first instance to forgetfulness; I consider it only in my servant's possession with my own, until the master may please to call for it; & although I omitted, at the moment of presentation, from my mind being much engrossed in attending to professional duties, to offer its restoration, the hand that received will be most gladly extended, to put it in possession of him who wore it so honorably in defending his country's cause.*

"*Believe me, my dear sir, very faithfully, yours.*
(Signed) "*JAMES HILLYAR.*
Captain Porter."

A return of the killed, wounded and missing on board the late U. States' frigate Essex of 32 guns and 255 men, David Porter, Esq. Commander, in an action fought on the 28th March, 1814, in the port of Valparaiso, with the British frigate Phœbe of 36 guns and 320 men, James Hillyar, Esq. commander, and the sloop of war Cherub, mounting 28 guns and 180 men, commanded by T. Tucker, Esq.

Killed in action and have since died of their wounds.

James P. Wilmer, 1st lieut. *John G. Cowell, 2d do; Henry Kennady, boatswain's mate; *Wm. Smith, do; Francis Bland quartermaster; Rheul Marshal quarter gunner; Thomas Bailey, boatsweo.; John Adams, cooper; Wm. Johnson, carpenter's crew; *Henry Vickers, do; Z. Mayfield, ar. crew; *Wm. Christopher, captain forecastle; Nath. Jones, captain mast.; Joseph Thomas, captain