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## SKETCHES OF NAVAL MEN.

BY J. FENIMORE COOPER, AUTHOR OF "THE PIONEERS," "RED ROVER," ETC.

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### JOHN BARRY.

THE subject of this sketch was one of the fathers of the American marine, having been among the first of its sea-captains, in the struggle of the Revolution, and dying at the head of the service a year or two after the termination of the quasi war with France. No man in the profession ever enjoyed more of the confidence of the country, or of the government; a confidence that his conduct, on all occasions, appears fully to have justified.

John Barry was born near the city of Wexford, in the memorable year 1745. His parents were farmers of a humble class, and young Barry must have been sent quite early to sea, for he arrived in Philadelphia, as second mate of an Irish vessel, when only in his seventeenth year. This must have been about the year 1762; a period when England and her American colonies formed a common country. Barry was induced to quit his vessel and cast his fortunes on this continent. From that time, to the hour of his death, he became American in feelings, fortunes and residence, Philadelphia becoming his home. A brother, of the name of Patrick, joined him at a later day, but died at sea before he had made any material advances in his profession. A sister's son, the present Patrick Hayes, Esquire, Master Warden of the port of Philadelphia, was sent to him more than sixty years since, and still survives, having children. This gentleman became the adopted son and principal heir of his distinguished kinsman.

Young Barry's first service in this hemisphere was in the character of chief mate, on board a Bermudian-built sloop, in the West India trade. While in this situation, after having made several voyages in the sloop, an accidental occasion offering for him in which to show his spirit, it became the means of procuring him not only immediate preferment in his profession, but of subsequently introducing him into the navy. A riot occurred among some stevedores, and a ship-owner of respectability was threatened with injury. Barry interfered, and manifested so much intrepidity and personal prowess, as at once to procure for him a reputation in the then peaceable town of Philadelphia. He was rewarded by the command of a schooner called the *Barbadoes*, owned by Reese Meredith.\*

\* The elderly Philadelphians have a tradition to this effect. Barry had grappled one of the stoutest of the stevedores in the presence of the owner, who was a "Friend." "Give it to him, Johnny, now thou hast him," cried the merchant, "and the next voyage thou shalt have the vessel."

Another anecdote says, that there was one of these

This was in 1769. In 1771 he commanded the brig *Patty and Polly*, belonging to Geo. Meade & Co. In 1772 we find him in the schooner *Industry*, and in 1773, in the sloop *Peggy*. From 1773 to 1776 he commanded the ship *Black Prince* in the London trade. He continued in this employment down to the commencement of the Revolution. In a memorial presented to Congress, some years later, Barry says he left one of the best ships and employments in the country to join the navy. This vessel is supposed to have been the *Black Prince*, which ship was in the London trade.

Near the close of the year 1773, Barry married Mary Byrne, of Philadelphia. This connection, however, lasted but a short time, his wife dying February 9th, 1774, or about four months after their union. She lies at her husband's side in the church-yard of St. Mary's Chapel, South Fourth Street, Philadelphia. It may be added here, that three years later, or in 1777, Barry married Sarah Austin, also of Philadelphia, which lady survived him. In consequence of these two marriages, Barry obtained many connections, some of whom were of very reputable positions in the town and country of his adoption. He had no children by either of his wives.

Such was the situation of John Barry when the war of the Revolution commenced. His position as a seaman of great skill, a citizen of excellent character, and long the master of a fine ship, could not fail to bring him early to the notice of the Marine Committee of Congress, which body naturally first turned their eyes toward the ship-masters of the capital of the country in quest of commanders. As soon as it was determined to create a navy, Barry's name was offered to the consideration of the committee, and he was presented with the commission of a captain. As this occurred in 1775, it follows that our hero received this preferment when he was thirty years of age, and rather more than thirteen years after his first arrival in America. On the corrected list of captains, in 1776, Barry's name stands as the seventh; having those of James Nicholson, Manly, M'Niel, Saltonstall, Biddle and Thompson before it.

Barry appears to have been first employed in assisting in fitting for sea the squadron which subsequently sailed under Com. Hopkins. This renders it a little

"Friends" on the Marine Committee of Congress. The question came up about appointing a captain: "I know little of these things," observed the Friend, after a good deal of discussion, "but, if thou wantest a proper fighter, take John Barry."



questionable whether he obtained any commission, or positive rank, on his first joining the navy. The irregularities at that day were great, but it was the usage at first to commission officers for particular vessels, and the name of Barry does not appear as connected with either of these vessels, as they were subsequently officered.

When the squadron was equipped, it dropped down into the bay, where it lay ice-bound for several weeks, getting to sea February 17th, 1776. It has long been a question what regular American cruiser first got to sea, *on a cruise*, in the war of the Revolution. The distinction has been claimed equally for Hopkins and Barry, and in the Naval History we were disposed to accord the latter the precedence. After an examination of his own private papers, however, we see strong reasons for thinking it must have been Com. Hopkins. It appears that after the squadron left Philadelphia, Barry was employed in equipping a vessel for the Colony of Pennsylvania, in which duty he was engaged when he received his appointment to command the brig Lexington, with the rank of captain in the continental marine. Previously to sailing, Barry received a letter from the Marine Committee of Congress, recommending him to the assistance and favor of all Committees of Safety, Inspection, &c., to whom it might be presented. This letter speaks of the brigantine Lexington, as "now bound on a cruise," and of Barry as its "bearer;" two circumstances that leave little or no doubt of its having been written before he sailed; and, as it bears date March 25th, 1776, it would seem Com. Hopkins must have sailed on his cruise against the Bahamas more than a month before Barry got out in his brig.

The Lexington mounted sixteen four-pound guns, and, according to shipping articles, that are now before us, must have sailed with a crew of about seventy souls, the officers included. The letter of protection and credit with which Barry sailed, was signed by John Hancock, Robert Morris, Stephen Hopkins, Joseph Hewes, Wm. Whipple, Samuel Huntington and J. D. Sargeant. The pay of a captain of the navy, as directed by law, was \$60 per month, of lieutenants \$30, and of able seamen not more than \$8! The shipping articles were a contract with seven sections, the officers signing them as well as the people. The brig had two lieutenants, Luke Mathewman and John Scott, and a master, William Hodge. She appears to have had two midshipmen, John Kemp and Thomas Haughton Clarke.\* Dale, however, joined the Lexington at sea, as a master's mate, soon after she sailed.

Barry could not have got outside of the Capes, agreeably to the evidence of the papers before us, much, if any, before the beginning of April, 1776. He shaped his course to the southward, clearing the coast of several small craft that were annoying the bays and inlets, rendering much useful service in this duty. On the 7th of the month, off the Capes of Virginia, the Lexington fell in with a sloop tender of the Liver-

pool frigate, and brought her to action. The engagement was close and spirited, lasting nearly an hour before the tender struck. In this affair the Lexington had four men killed and wounded, while the tender was much cut up, and had a large proportion of her crew injured. This little success, added to his previous good character, did Barry much service, and was probably one of the reasons why his name stood so high on the list of regulated rank. The unsuccessful action between Hopkins' squadron and the Glasgow having taken place on the 6th of the same month, the capture of the Edward, for so was the tender called, derived more credit from the contrast.

The Lexington returned to port soon after this combat, but continued under Barry's command until after the Declaration of Independence. During the summer he cruised on the coast, and was particularly useful in driving away the tenders and boats of the enemy, although he had been previously selected to command a frigate which was not yet launched. His last orders to cruise in the Lexington bear date July 13th, 1776.

Congress having ordered the construction of thirteen frigates, or one for each state, Barry was selected to oversee the building, and eventually to command one of them. His ship was the Effingham 28, a twelve-pounder frigate that was laid down at Philadelphia. It is a proof how highly the country valued any assistance in that day, that this vessel was named after an English peer of the house of Howard, merely because the Earl of Effingham, a captain in the army, had resigned his commission in preference to serving against the United Colonies. Seventy years ago the countenance of a single member of the English House of Lords was of more importance to America than the united support, or opposition, of the whole body would be thought to-day! The Effingham we believe was the ship that came so near capsizing when launched, on account of her being so sharp, and carrying so many persons on her deck.

The winter of 1776-7 was the dark period of the Revolution. His ship not yet being ready, and her safety depending on preventing the enemy from reaching Philadelphia, Barry joined the army under Washington with seventeen marines, contriving to mount a light gun or two, in a manner that admitted of their being used in the field. In this novel situation he actually made the winter campaign that has since become so celebrated in the annals of the country, having been present at Trenton, if not at Princeton. In the spring he returned to his command.

On the approach of the British army to Philadelphia, it became necessary to remove the public stores as far up the river as possible. Four of the new frigates, the Randolph 32, Washington 23, Effingham 28, and Delaware 24, had been built at this port. Of these vessels the Randolph, Capt. Nicholas Biddle, had blown up in action with the Yarmouth 64, and the Delaware, Capt. Alexander, had grounded and been captured, in a fruitless effort to open the communication with the ocean. The Washington and Effingham, not yet being equipped, were carried up the river as high as Bordentown, where they were burned by an expedition sent against them by the enemy, in

\* This last name corresponds with that of a family of great wealth and respectability in England, and which has large estates in Jamaica; Sir Simon Haughton Clarke, Bart., being at its head.

May, 1778. Barry is said not to have been present when the hostile force arrived, having gone to headquarters to confer with Washington as to the means of procuring a force for defending the ships. During the rest of the season of 1777, Barry appears to have been employed generally in helping the army to supplies, by means of boat service. It was in this temporary absence of high professional duty, that he contracted his second marriage.

Barry had a serious difficulty with Mr. Hopkinson, one of the Marine Committee, on the subject of destroying his frigate. He was compelled to appear before Congress and enter into his justification, the charge being disobedience of orders. By a justificatory memorial presented to Congress, a copy of which exists among the papers of Barry, it would seem that he and Capt. Read, the commander of the *Washington*, had obtained guns from different merchant vessels, and that they had mustered 70 or 80 men each, and felt confident of being able to defend their respective ships. Mr. Hopkinson had orders from headquarters to sink them, and compelled Barry to sink the *Effingham*. She was in this state, or on the bottom, with her upper works out of water, when the enemy approached, and, of course, not in a state to be defended.

Barry's memorial is a plain, sailor-like statement, and contains this characteristic sentence, when justifying his own opinions against those of his superiors; viz.—“I assured him (Mr. Hopkinson) that boats could not board us.”—He replied ‘he would take General Washington’s opinion sooner than mine.’ I told him ‘I did not doubt that, but nevertheless I knew more about a ship than General Washington and the Navy Board together.’” This was the frank statement of a seaman, conscious that no other profession could meddle with his duties without doing mischief. It might not be amiss for the Congresses of the present day to remember this declaration.

By an order of the Navy Board, now to be seen among Barry’s papers, and which bears date July 31, 1777, Barry and Read were commanded to lay their hands on such articles as were necessary to carry their ships up the Delaware to a place of safety, to escape from the approaching British army. After giving this peremptory order, the Navy Board added—“We expect you will conduct this business with all decency and discretion.” Facts like these prove against what obstacles the independence of the country was obtained.

Cut off from all hopes of doing any thing in his frigate, Barry’s mind was too active to permit him to remain long without more genial employment. In the spring of 1778 he manned four boats, and pulling down past the town in the night, with two of them he attacked and carried, by boarding, a man-of-war sloop, of 8 or 10 guns and 32 men, beside capturing some English transports that had ascended the river. On this service, as appears by a document now in possession of his family, Barry had but 28 men under his orders. These captures must have been made on or about the 8th of March. The schooner captured he was ordered to name the *Wasp*,

and to put in the service as a regular cruiser, but the appearance of some English frigates in the river compelled him to burn all his prizes. Barry returned from this bold excursion without the loss of a man. May 21st, 1778, Barry was appointed to command the *Raleigh* 32, then lying in the port of Boston. The *Raleigh* was one of the thirteen frigates, and had been built at Portsmouth, N. H. She had made one cruise to France, under Capt. Thompson, in company with the *Alfred* 20, and had a smart engagement with the *Druid*, on the passage out, in the midst of an English convoy. On the return passage the *Alfred* was captured, under circumstances that raised a question as to Capt. Thompson’s conduct, and Barry thus obtained the vessel. That no unjust aspersion may rest on the memory of a brave man, it may be well to say that Capt. Thompson behaved particularly well in the first affair, and was thought not to have had full justice done him in connection with the last.

The *Raleigh* was unable to get to sea for some months, a delay under which her gallant commander appears to have chafed for years afterward. On the 25th September, 1778, however, the *Raleigh* lifted her anchor from King’s Roads, now Independence Roads, at 6 o’clock in the morning. At 8 the pilot left her, when the frigate crossed top-gallant yards, and run off easterly, under studding-sails, with a fresh breeze at northwest. The *Raleigh* had two small vessels under her convoy, which went out in company.

About noon, Cape Cod was made, bearing south, a long distance off. At this moment, the look-out aloft announced the presence of two sail to the southward and eastward, or nearly dead to leeward. Barry, anticipating that these vessels were enemy’s cruisers, took in all his studding-sails, in readiness to haul up, should his conjecture prove true. These craft, however, were soon made out to be fishing schooners, but, nearly at the moment the character of these vessels was ascertained, two more sail were made, bearing about S. E. by S., and distant eight or ten leagues. The strangers turned out to be ships of force, and doubtless were British cruisers. One of these ships was on a wind heading to the northward, while the other was on the contrary tack. As Barry had no doubts as to the characters of these vessels, he hauled close on a wind, ordering his convoy to keep him company. On this hint, the ship to the southward tacked in chase. That night the wind fell, becoming light and variable, the *Raleigh* making every effort to get in with the land. Of course, the strangers were lost sight of when it became dark, nor were they visible on the return of day. The morning, however, was hazy, and when it cleared the two ships were seen still at the southward and to windward, there being at this time light airs at southeast. The brig that had been one of the *Raleigh*’s convoy was near the enemy, and, by her movements, Barry fancied she had been captured during the night. A schooner in company was believed to be a tender, and was probably the vessel that had captured the brig. About this time land was seen ahead, though the weather was too thick to observe. Signal guns were exchanged between the ships, and the wind now came



out at the westward, and blew a good breeze. At this time the strangers were lost to view, and Barry fancied he could pass them. He kept his ship away, therefore, carrying easy sail lest he might come upon one of them unexpectedly, and not be in readiness to engage, for he was quite uncertain on what course they would steer.

During the whole chase, all hands were at quarters on board the Raleigh. About dawn, having run a considerable distance to the northward and eastward, Barry furled every thing, determined to let the sun rise before he betrayed his own position. When the sun appeared on the 27th, nothing was in sight, and sail was again made on the ship, which steered southeast and by east, in order to clear Cape Sable. At half past nine, however, the enemy were again made, in the southern board, in full chase. At this time the wind was fresh at west, and all three vessels hauled up on taut bowlines, the Raleigh greatly out-sailing her pursuers. Barry, in his defence, is silent as to the subject of the speed of the Raleigh, at this critical instant, but one of his officers reports her rate of sailing to have been eleven knots two fathoms.

The land soon re-appeared ahead, and, unfortunately, not a soul on board the Raleigh knew what land it was. Barry had hoped to be able to get into some of the eastern ports, but did not know where to find one, and, without this resource, the coast only offered an obstacle to his escape. The ship had, in truth, got a little too far to the eastward for the desired purpose. The land in sight proved to be rocky islands on the coast of Maine, then almost an uninhabited and little known country, and there was no alternative between going ashore, running down toward the enemy, or tacking to the westward, where several ports offered as places of shelter. As the largest of the two ships in chase was a good way off, and the smallest still out of gun-shot, Barry adopted the latter course. The wind began to fall, however, and the smallest vessel gained on the Raleigh. At five P. M., this little frigate, a ship mounting 28 guns, crossed on the opposite tack, within reach of shot. Barry now showed his colors and gave this vessel a gun. The stranger set a St. George's ensign, and fired his whole broadside at the American frigate, which instantly returned the compliment. While passing each ship delivered two broadsides, but little damage was done on account of the distance.

By this time, Barry was satisfied that the largest of the enemy's ships was a small two-decker, and he felt the necessity of keeping under as much sail as he could carry, in order to avoid her. He directed the mainsail hauled up, notwithstanding, for it pressed the Raleigh over so much as to render it difficult to fight her guns. Soon after this was done, the Raleigh's fore-top-mast unexpectedly went over the ship's side, carrying with it, as usual, the main-top-gallant mast, and, as a matter of course, the jib and fore-top-mast stay-sail. Barry, who has left a minute account of all these proceedings, does not seem to have thought this injury was in consequence of a shot, for he speaks of the enemy's fire as having done "little or no damage," while he attributes the sudden loss of

his spars, at this critical moment, to "some trifling accident."

Although Barry immediately ordered the mainsail to be hauled aboard, it was some time before he could get clear of the wreck. The smallest ship was the Unicorn, 22, mounting 28 guns, and as soon as she found that this accident enabled her to fetch the Raleigh, she tacked and ranged up along side of the American vessel. The action now became very warm, Barry endeavoring the whole time to get clear of his wreck, which disabled four of his guns, besides otherwise annoying him. Notwithstanding these disadvantages, the Unicorn was soon glad to drop astern. After repairing some damages, however, this vessel again closed, and Barry, feeling the necessity of getting rid of this opponent before the other drew nearer, endeavored to run on board him. By this time it was dark, and for a short time the Americans believed they would succeed, but, no sooner was the Raleigh's helm put aweather in order to effect her purpose, than the Unicorn took the alarm, made sail, shot ahead, and passed to windward, where she was enabled easily to maintain her station during the rest of the combat.

The action had now lasted several hours, and Barry, finding that the large ship was drawing near, felt the necessity of surrendering, or of attempting to run his ship ashore. He adopted the latter expedient, making sail, and waring round to approach the land. His persevering enemy stuck to him in the most gallant manner, both ships keeping up a brisk fire for more than an hour longer. In the whole, these two vessels were engaged seven hours, much of the time at no great distance asunder. At length the Unicorn fell astern, appearing to be much injured, but making signals to lead on her consort. The latter soon got near enough to engage, getting pretty well on the Raleigh's quarter, while the Unicorn again came under fire, more astern. For half an hour Barry stood this renewed and formidable attack, when the Raleigh struck the bottom, after which the two English vessels hauled astern into deep water and anchored, though quite within gun-shot.

Barry next attempted to land his people, and burn the ship. It was near two in the morning, and the darkness rendered this duty still more difficult. No one knew precisely where they were, but, on landing, it was ascertained the ship had grounded on a barren rock, less than a mile long, and about a quarter of a mile in width. It is called the Wooden Ball, and lies about twenty miles off the mouth of the Penobscot. Men, on such an island, were almost as much exposed to the enemy as when in the ship. Barry attributed the circumstance that the Raleigh was not burned to the treachery of a midshipman, who was entrusted with the duty. The enemy got possession of the ship soon after it was light, and, in one way and another, about 140 of the men were captured, Barry escaping to the main with the remainder. Some of the men were taken from the island as late as the succeeding night. The British got the Raleigh afloat about 3 P. M., and subsequently put her into their own marine.

Barry reached Boston with 95 of his crew. The vessels that engaged the Raleigh were the Experiment 50, and the Unicorn 22. The latter vessel is said to have lost ten men killed, besides a great many wounded. Barry, in his defence, states that he could not ascertain his own loss with precision, on account of the manner in which his crew was dispersed, but it is now known that the Americans had about 25 men killed and wounded.

A court of inquiry, composed of Captains Samuel Nicholson, Rathburne, and Waters, sat on Barry for the loss of his ship, convening on board the Alliance, October 12th, 1778, and rendered a finding of honorable acquittal. The causes assigned for the loss of the ship were "partly from the want of a pilot on board acquainted with the coast, but principally by the very great superiority of the enemy who attacked him." The testimony in favor of Barry's personal deportment was of the clearest character.

The Raleigh was captured near the close of September, 1778, and there remaining no other frigate to bestow on Barry, who had been so unfortunate as to have lost two, though without the slightest reproach to his character, he was sent to Portsmouth, N. H., to take charge of the America 74, then about to be built. His first duty was to examine the state of this vessel, after which he proceeded to Philadelphia, in person, to report her condition. The report made, he was selected to return to Portsmouth in order to superintend the construction and equipment of this fine ship. It would seem, however, Barry did not go on this duty, Congress not having sufficient money to spare for so heavy an expenditure. The America was subsequently put into the water by Paul Jones, who delivered her the same day to an agent of France, to which country Congress had made an offering of the ship.

Barry was now altogether out of employment. There was no other frigate for him, and, to use his own language in the memorial of his services, "finding he had been at very heavy expense, and not being likely to get a command in the service of Congress, he solicited leave of absence, which he obtained, and made one voyage in a very fine letter-of-marque, and he, at that time, had every prospect of repairing the loss sustained in the public service, but on returning to Philadelphia was ordered to Boston to take the command of the frigate Alliance," &c.

The letter-of-marque was the Delaware, a brig of 10 guns and 45 men. We can discover no evidence of the port to which she sailed among the papers that have been put into our hands, but her commission bears date February 15th, 1779, and is signed by John Jay, as President of Congress.

Barry must have received his orders to the Alliance about the month of July, 1780, the ship having sailed from France for Boston in June of that year. In his memorial, he says he lay several months at Boston, after taking command of the ship, for want of men, and his orders to sail for France with Col. Laurens, who, it is well known, was sent out as an agent of Congress, are dated January 3d, 1781. By these orders, his first duty was to carry Col. Laurens to his point

of destination, at l'Orient. He was there to receive on board such military clothing and other supplies as might be ready for him, and return to Philadelphia. He was also directed to give convoy to any store ships that might be ready to sail for this country. Permission, however, was given him to cruise for the enemy, should no vessel or stores of consequence be ready for him, within a few weeks of his arrival out.

Barry executed these orders with promptitude and despatch. The Alliance was a very fast ship. She sailed from Boston early in February, 1781, and was ready to leave l'Orient on her return, the last of March. On the outward passage, an English privateer, called the Alert, was captured, but no incident of moment occurred. The Marquis of La Fayette, a heavy store ship that carried 40 guns, left France in company with the Alliance. The two ships sailed March 31st, and on the 3d April they captured two Guernsey privateers, viz. the Mars, of 22 guns and 112 men, and the Minerva, of 10 guns and 55 men. After this success, Barry left his consort and two prizes to cruise by himself.

In his memorial, Barry alleges that he put to sea in the Alliance with a crew so small and of such a quality as endangered his reputation as an officer, and that, on his return passage, the remains of this crew were much reduced by illness. Such was the state of the Alliance, when, May 28th, she made a ship and a brig toward evening, evidently enemy's vessels of war. The strangers got near enough to remain in sight until morning, but at daylight it was calm. The enemy set English colors, got out their sweeps, and came up on the quarters of the Alliance, in positions where it was difficult to injure them. Owing to the total want of wind, however, it was nearly noon before the action commenced, which it did within hail. For more than an hour was the Alliance compelled to bear all the fire of her assailants, one on each quarter, unable herself to bring more than four or five guns to bear on each. Things were looking very gloomy on board the American ship, when Barry received a severe wound in his left shoulder, by a grape shot. He was taken below, but continued to manifest the greatest resolution, directing his officers not to think of surrendering. About this time the Alliance's ensign was shot away, when the English cheered, supposing that she had struck. They had left their guns to give this usual demonstration of success, just as a light breeze struck the frigate's sails, and she came under command. No sooner did the Alliance get steering way on her, than she brought her broadside to bear, and, for the first time that day, her guns forward of the gangways were discharged. The scene was now changed. The enemy's turn to suffer had arrived, and, after a stout resistance, both the Englishmen lowered their flags.

The prizes proved to be the Atalanta 16, Capt. Edwards, and the Trepassy 14, Capt. Smith. The crews of the two vessels amounted to 210 men, of whom 41 were killed and wounded. The Alliance suffered a good deal also, having 32 men among the casualties.

Barry converted the Trepassy into a cartel, and



sent her to an English port, but the enemy recaptured the *Atalanta* before she could reach Boston, where the Alliance arrived in safety. The letter acknowledging the receipt of Barry's official report of this action being dated Philadelphia, June 26, 1781, renders it probable Barry got into port about the middle of that month. The Navy Board expressed their warm approbation of his conduct, and decided that the ship should be coppered, if enough of the material "*and one who knows how to put it on, can be found in Boston.*"

Barry's wound was severe, but it did not induce him to give up his ship, nor did the government, for a moment, think of giving her to another. In September, he was ordered to prepare for a cruise, in company with the *Deane* 32, (subsequently the *Hague*.) Capt. Nicholson, with a roving commission. As constantly happened, however, to ships in that war, the plan was changed, and December 22d, 1781, Barry sent a copy of his instructions to Nicholson, ordering him on the cruise alone, stating that another destination was given to his own ship.

The embarrassments of the day, or want of men and money, pressed hard upon Barry, who could not get to sea. It appears he was directed to carry *La Fayette* and various other French officers to France, to which country he again sailed, with a crew so small that he states in his memorial he had not men enough to work his ship properly, much less to fight her. Among his papers is a letter from Franklin, dated Passy, January 24th, 1782, acknowledging the receipt of a communication from Barry, reporting his arrival at Fort Louis on the 17th of the same month. Franklin says he would endeavor to get some French sailors, but doubted his succeeding, and recommended Barry to look for Americans at l'Orient. Another letter of Franklin's, dated February 10th, speaks of the Alliance's carrying stores to America. In a communication from Robert Morris to Count de Grasse, dated May 25th, 1782, we learn that the former had not long before heard of the arrival of the Alliance in America, and a general statement in Barry's memorial gives us to understand that he got into New London. He appears to have got in about the 16th of that month, making his voyage to France in a little more than three months, notwithstanding the miserable condition of his crew. It appears by his correspondence that Barry had many narrow escapes, and had been driven off in an attempt to enter the Delaware. It would seem he made no prize of any moment on this cruise, if he made any at all.

The friends of Barry appear to have congratulated him warmly on his getting in at all from this cruise, in consequence of the rigid manner in which the enemy watched the coast. Among others that write is Mr. John Brown, at one time the Secretary of the Marine Committee, who appears to have been Barry's agent in his money transactions. Some of the statements of this gentleman's letters are sufficiently curious. In one, speaking of the money received on behalf of his friend, he accounts for a part of it as follows, viz:

Paid Mrs. Barry, out of the money received from Mr. Donaldson, the 5th July, \$5715

November 10th, supplied Mrs. Barry, with two casks of beer and one cheese, amounting to - - -

Continental money is of course alluded to.

Barry had hardly got into port before he received orders to repair to Newport, and place himself under the orders of a certain Mons. Quernay, or Quinson, who commanded a ship called the *Emerald*, and who was to convoy a store ship from Boston, that was deemed to be of great importance to the movements of the fleet under De Grasse. Barry did not relish this service, and appears to have gotten rid of it on the two-fold ground that he wanted men, and that Mons. Quernay was not an officer in the French navy. After a protracted correspondence on the subject, the destination of the ship was altered. Men were sent from Philadelphia, and Barry sailed on a cruise toward the close of summer, taking the direction of the Western Islands, and France. He made a good many prizes, but none of any great value, and those that were got in sold at reduced prices, in consequence of the peace.

If Barry returned home, after sailing on this cruise, until the peace was made, we find no evidence of the fact among his papers. On the contrary, he states in his memorial that he received orders, while lying at Martinique early in 1783, to proceed to the Havana and give convoy to a ship called the *Luxerne*, or *Lauxun*, commanded by a Capt. Greene, and which ship was in the service of Congress, as a sort of store vessel, then bound home with a considerable sum of money. This was the last of Barry's service in that war, in face of the enemy. As there have been various conflicting accounts of the incidents of this passage, we shall relate the facts as they appear in an account written by Barry himself, shortly after his return to this country.

The Alliance sailed, in company with the *Lauxun*\* and a Spanish fleet, March 6th, 1783, at 11 A. M. Of the Spaniards there were nine sail of the line, and a flotilla of small craft, the latter being bound down the coast. When the Americans got into the offing, they lay to to watch the movements of the Spanish vessels, being ignorant of their destination. After losing a little time in this manner, Barry determined to abandon the hope of receiving any protection from them, and he ordered the store ship to make sail on her course.

For two or three days the American vessels were much embarrassed in their movements, by the appearance of enemy's vessels that were probably apprised of their characters and objects, and an effort was made to join the Spanish fleet again, to get rid of these troublesome neighbors. Failing in this, the Alliance took more of the money out of the *Lauxun*, after which Barry appears to have had less concern for his charge.

On the night of March 9th, a strange ship was

\* We have elsewhere given the name of this ship, from the printed accounts of the day, as the *Luxerne*. This was the name of the French minister, or the *Chevalier de la Luxerne*. But Barry calls the vessel the *Duc de Lauzun*, and there having been in this country an officer who distinguished himself at York Town, the *duc de Lauzun*, afterward guillotined as the well known *duc de Brion*, we now presume *Lauzun* was the real name of the ship.

made at a good distance, and at 6 A. M. on the morning of the 11th three sail, at once known to be English vessels of war, were seen within three leagues. Barry now wore to the northward, thinking still to find the Spaniards, but the *Lausun* sailing badly, he was obliged to shorten sail to keep within supporting distance. At length, one of the strangers got so near the store ship that Barry advised Capt. Greene to throw overboard most of his guns, which was done, with the exception of two stern chasers, with which the *Lausun* opened on the nearest enemy. After this the store ship held way with her pursuers, and the fourth vessel, which Barry had all along taken for an ally, tacking toward him, the two remaining English cruisers keeping aloof, it was determined to engage the vessel that pressed the *Lausun*, in the hope of still saving the latter. This was a delicate office, on account of the proximity of the two other English vessels, both of which appeared to be frigates, and the character of the fourth stranger being still uncertain.

As soon as he had decided on this step, Barry hauled up his courses, ran between the *Lausun* and her enemy, received several broadsides in so doing, but held his own fire until within pistol shot, when it was delivered with great effect. A warm engagement succeeded, and lasted for three quarters of an hour, when the English vessel sheered out of the combat, greatly damaged. Almost at the same time, her consorts made sail from the Americans, neither having closed during the engagement. There can be little question this movement was occasioned by the approach of the fourth stranger who turned out to be a small French two-decker. Barry spoke the latter, when the Americans, in company with their ally, made a fruitless attempt to close again with the enemy. Abandoning this design, on account of the bad sailing of his consort, Barry took the remainder of the money out of the *Lausun*, and reached home without any further adventure.

In this action the Alliance had 14 men killed and wounded. John Brown, the Secretary of the Marine Committee, wrote to Barry, under the date of May 10, 1783, or after the arrival of the Alliance in America—"Mr. Seagrove (an agent of the government in the West Indies) writes to me that the vessel which you engaged was a British frigate called the *Sybell*, of 32 guns. She arrived at Jamaica a mere wreck, having 37 men killed, and upwards of 50 wounded. The other two frigates were one of 36 and one of 28 guns." James admits that the *Sybell*, mounting 28 guns, was the vessel that the Alliance fought. The English accounts make her loss much less, and they diminish the force of her consorts. The truth probably lies between the two statements.

Barry continued in the Alliance for some time after the peace, or until she was sold out of service, and all thought of maintaining a navy was abandoned. He then made several voyages to India, commanding a ship called the *Asia*. As was common to most of those who served America, much time was lost in soliciting commutation, half pay, or other compensation for wounds and dangers, but Barry appears to have taken the wiser course of relying on himself for support before he called on Jupiter.

In 1794, the country began to feel the necessity of possessing ships of war again, and six captains were appointed. Of the six that had stood before him in the continental navy, James Nicholson alone remained, all the rest having died or been degraded, and Washington placed Barry first on the list of the new appointments, Nicholson not wishing to serve any longer. By these means our hero now became commander-in-chief of the American navy. It was not until 1798, however, that he got to sea in the United States 44, in which ship he served until the close of the French war. During the years 1798, 99 and 1800, Barry cruised on the coast, commanded in the West Indies, and made one voyage to Lisbon. No opportunity occurred for distinguishing himself, though his character and example were rightly deemed to be of great importance to the infant marine. At the peace he was retained in service, dying of an asthmatic affection September 13th, 1803, and in the 50th year of his age.

John Barry was a man of fine personal appearance, and great dignity of manner. His defects of education were, in a degree, repaired by strength of character and self-improvement. Like most Irishmen he was true to the country of his adoption, while he retained all the attachments of early life. He supported his father in his later years, and it is said refused a bribe of 13,000 guineas to give up the *Edinburgh*, when she was carried up the Delaware, on the approach of the British army in 1777. It is also believed he was offered rank in the British navy at the same time. Of his combats, that in the *Raleigh* was much the most creditable, though it wanted the crowning circumstance of success; evincing stubborn resolution, great coolness, a variety of resources, and unflinching courage. The correspondence of Barry, while it is plain and unpretending, proves that he preserved the respect and entire confidence of his contemporaries. Owing to his career, and the situation he occupied at his death, his name will ever remain inseparable from the annals of the navy of the republic.

Barry's widow survived him many years, but he left no direct descendants.

## PARADISE AND THE PERI.

SHE saw a wearied man dismount  
From his hot steed, and on the brink  
Of a small imaret's rustic fount  
Impatient fling him down to drink.  
Then swift his haggard brow he turned  
To the fair child who fearless sat,

Though never yet hath day-beam burned  
Upon a brow more fierce than that,—  
Sullenly fierce—a mixture dire,  
Like thunder-clouds of gloom and fire!  
In which the PERI's eye could read  
Dark tales of many a ruthless deed. *Lalla Rookh.*