

# HORNETS'



# NEST.

VOLUME I.

"QUI ME COMMOVERIT (MELIUS NON TANGERE CLAMO)  
"FLEBIT, ET INSIGNIS TOTA CANTABITUR URBS."

NUMBER 20.

BY BRYANT BRAMBLE, ESQ.

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## TERMS OF THE NEST.

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Murfreesboro', Sept. 3, 1812.

## DOMESTICK.

### CONGRESS.

HOUSE OF REPRESENTATIVES.  
December 23, 1812.

On the motion of Mr. McKee to postpone to Monday next the bill for an increase of the naval establishment.

Mr. ALSTON said, although he supported the motion of the gentleman from Kentucky he must not be considered as hostile to the increase of the navy, consistent with the resources of the nation. He should vote to postpone the final determination of the passage of the bill with a view of taking up a resolution laid upon the table a few days since and not acted upon by the gentleman from Tennessee (Mr. Grundy). Without the information asked for by that resolution he should not like to be called upon to vote upon the bill. It is a fact well known to most of us that large sums of money have been appropriated for the purpose of purchasing timber—let us then agreeably to the language of the resolution, have the amount laid before us—let us compare it with the money expended: If it shall be found that we have the timber the bill will pass, and that by a much larger majority than it can at present; and if we should find that the money appropriated had been judiciously laid out, would it not give great satisfaction to the house and the nation? If, on the contrary, you have not the timber and your money shall have been squandered, would any person say we were ready for the undertaking of so important an increase as the present bill contemplated? If indeed it should be found that waste and extravagance had been the order of the day in the navy department, we should be bound to correct the evil. Postpone the bill and pass the resolution and you will get the information. It may give a little trouble to some of the clerks in the navy department; but he hoped that would never deter the house from asking for needful information.

Mr. Alston further observed, that if the information asked for by the resolution could not be obtained, and that speedily, some great error, if not neglect of duty or mismanagement must exist in the de-

partment, and unless corrected it was totally useless to vote money. It is well known that there is in every navy yard of the United States an officer who superintends the yard, whose bounden duty it is or ought to be to keep exact accounts of every piece of timber brought into the yard, and also, to keep an exact account of every stick used in the yard—a clerk is assigned to such officer. Regular returns from each yard are or ought to be made to the department. He hoped the advocates of the bill were not afraid that the information, when produced, would make an impression against the propriety of passing the bill at this time;—if they were it would of itself be with him almost a sufficient reason to join & vote against the bill. For himself, he was willing to meet the question fairly—to give time to every gentleman to examine the whole subject, and to give all the information asked for; he therefore hoped the motion to postpone would prevail. He did not rise for the purpose of going at large in the merits of the bill—he had been too long confined by severe indisposition to attempt it, even if it were in order to do so upon the present motion, which he supposed it was not, on a mere motion to postpone. He again expressed a hope that all sides of the house would concur in the postponement and take up the resolution of the gentleman from Tennessee and pass it.

A motion having been made by Mr. Cutts, to fill the blank in the bill for increasing the Navy, which had been some days under consideration, with eight sloops of war, Mr. SAWYER said, he was surprised that any gentleman should recommend a number of sloops of war, with the document before them proving unanswerably the great superiority of men of war over frigates, as to their relative power and expence; for if this superiority holds between 74's and frigates, a fortiori must it between them and smaller ships. In this document, the letter of the Secretary of the Navy to the Committee on Naval Affairs, of the 13th Nov. after going on (Mr. S. would not take up so much time as to read the whole of it) to shew the comparative superiority of a 74 to a frigate in point of power, concludes, that "all things considered, it must be admitted, that one 76 gun ship, mounting 86 guns, is equal in combat to three frigates, mounting 162 guns." On the head of expence, the advantage is demonstrated to be still as great, it being \$329,730 in favour of the 74. The annual expence is estimated at \$127,890 in favour of the 74. And in examining the relative strength of frigates and ships of war, and of ships of war and gun-boats, we find similar results in favour of the larger class of vessels.

Now suppose, according to this mode of calculation, we were to throw these eight sloops of war into 74's, what an immense saving in men and money would they not afford, besides their additional increased strength! If we are to have this increase to our navy, certainly policy requires that we be made in that form which is to use the language of the Secretary "the

greatest intrinsic force may be had at the least expence. But this proposed amendment would reverse that policy, by giving us the least efficient force at the greatest expence.

To be sure, the letter of capt. Stewart on this subject does recommend a mixed force, but he proves that the relative efficiency of frigates and sloops of war are 1 to 2. Consequently, of 74's and sloops of war as 1 to 5. Neither has he stated the number of sloops that should be employed, and I have heard no reason why we should be called upon to make so great a sacrifice in men and money as would be required to effectuate the motion of the gentleman from Massachusetts (Mr. Cutts), for filling the blank with such a number of that kind of force. The expence of building and manning sloops of war is not given, by which we could estimate how many ships of the line might be built at the expence of 8 sloops of war; but it is enough for me to give the preference to the large ships, to know that five sloops of war are equal only to one man of war, while their expences are vastly greater. But it is said they are required for the annoyance of the trade of the enemy. In that regard I fear they are rather unfortunate; for I have heard of few or no prizes made by that class of ships, while they are the only kind we have lost during the war. But will this nation, in a just and honourable war, think about scrambling for the pelf of the seas with privateersmen? No; let us leave the pitiful spoil of merchandise to private enterprise, and contend with our enemy in a more open & manly warfare. Our privateers will cause destruction to their trade; let it be our ambition to destroy her engines of naval tyranny. If we cannot support our rights in a fair and open manner, ship to ship, man to man, we are not worth having them. But we can do it; we can force her on her own element to respect our rights. But how or where? the only means for doing it are taken away by the vote for striking out the 74's. I cannot express the mortification I feel at that unfortunate decision. It is a stab at our future greatness, which will reach the inmost soul of our country.

You have just decided, Sir, that it was not in order to propose ten sloops of war, because the same point has already been decided on. How entirely out of order then have been our proceedings for several days past, since the question for striking out the 74's was taken and lost, only 36 being in favour of it! By what sort of parliamentary legerdemain has the same subject been brought again before the Committee, and a vote given contrary to the former? The infant Hercules, contrary to all criminal laws has had two trials for his life, and although he was acquitted under the first, has been condemned under the second. But he trusted there was a redeeming spirit in the house that would rescue him from an untimely end.

Tuesday, December 22.  
To the House of Representatives of the United States.  
I transmit to the House of Re-

presentatives a report of the Secretary of State complying with their resolution of the 9th instant.

JAMES MADISON.

The Secretary of State to whom was referred the resolution of the House of Representatives of the 9th instant, requesting information touching the conduct of British officers towards persons taken in American armed ships has the honour to lay before the President the accompanying papers marked A, B, C, from which it appears that certain persons some of whom are said to be native and others naturalized citizens of the United States, being parts of the crews of the United States armed vessels the "Nautilus," and the "Wasp," and of the private armed vessel the "Sarah Ann," have been seized under the pretext of their being British subjects, by British officers for the avowed purpose as is understood of having them brought to trial for their lives, and that others being part of the crew of the "Nautilus" have been taken into the British service.

The Secretary of State begs leave also to lay before the President the papers marked D, and E, from these it will be seen that whilst the British naval officers arrest as criminals, such persons taken on board American armed vessels as they may consider as British subjects, they claim a right to retain on board ships of war American citizens who may have married in England or been impressed from on board British merchant vessels—and that they consider an impressed American when he is discharged from one of their ships as a prisoner of war.

All which is respectfully submitted, JAMES MONROE.  
Department of State, Dec. 19, 1812.

(A)  
Extract from a letter, of Lt. F. H. Hobbitt, to master commandant William M. Crane of the U. S. Navy, late of the U. S. Brig Nautilus, dated Boston, (Mass.) 13th Sept. 1812.

Enclosed I send you a description of the proportion of our little crew, who have been so debased & traitorous, as to enter the service of our enemy. Also a list of those gallant fellows whose glory 'twould have been their glory to have lost their lives in the service of their country, and whose misfortune it has been to cross the Atlantick on suspicion of their being British subjects: four of them native born Americans, and two naturalized citizens.—On their parting with me, and removal from the Africa of 64 guns to the Thetis frigate (the latter with a convoy to England in lat. 43 30, N. and 46 30 W.) their last desire was that I would particularly acquaint you with their situation, with their determination never to prove Traitors to that country whose flag they were proud to serve under, and whose welfare & prosperity, they equally hoped and anticipated to re-see.

(Signed) F. H. HABBITT.  
A list of men said to have entered on board his B. M. frigate Shannon, commodore Brooke, their description as far as known.  
Jesse Bates, seaman—about 5 feet, 9 inches high, dark hair and complexion, dark snapping eyes,

has an impediment in his speech, and at times affects lunacy, has a wife and family in Boston, Massachusetts.

Samuel Low, marine—born in Kentucky, 5 feet 8 inches, or thereabouts, and is supposed to be with capt. Hall of the U. S. marines N. York.

John Young, marine, 5 feet 5 inches high, large mouth, enlisted with capt. Hall, Navy Yard, New-York, when addressed or in addressing an officer, casts down his eyes, for his particular description, as well as that of John Rose, marine, about 5 feet 8 inches, brown hair, full face, thick set and a scowl in his countenance, refer to capt John Hall.

John O'Neill, seaman—about 25 years of age, 5 feet 5 inches, dark hair, sharp face, dark eyes, thick set and was shipped at Norfolk, Va. previous to your taking command of the Nautilus.

William Jones, ordinary seaman—about 5 feet 8 inches high, 24 years of age, full face, thick set, down cast look, and is a very alert man, entered New York, in April last.

(Signed) F. H. HABBITT.

(B.)  
Washington City, Dec. 17, 1812.

SIR,  
I have the honour to annex a list of twelve of the crew of the U. S. sloop of war Wasp detained by capt. J. Beresford of the British ship Poitiers, under the pretence of their being British subjects.

I have the honour, &c.  
GEO. WISE, Purser.

Hon. Paul Hamilton.  
John McCleod, boatswain—has been in the service since 1804, married in Norfolk in 1804 or 5, and has a wife and four children there.

John Stephens, boatswain's mate—has been in the service five or six years.

George M. D. Read, Quarter Master—has a protection and has sailed out of New York and Philadelphia for several years.

Wm. Mitchell, James Gothright, John Wright, Jos. Philips, Peter Barron, all seamen—John Connor, John Rose, George Brooks and Dennis Dougherty.

Ordinary seamen—the greater number, if not all, had protections at the time of entering and being taken. Two others were detained—John Wade and Thomas Hutchins, but were given up—the former on captain Jones assuring captain Beresford he knew him to be a native citizen—the latter on a like assurance from Lieut. Rodgers—Wm. Mitchell was in the service during 1805 and 6 in the Mediterranean.

GEO. WISE, Purser.  
Washington City, December 17, 1812.

SIR JOHN BOLLEASE WARREN TO MR. MONROE.  
Halifax, 30th Sept. 1812.

SIR—Having received information that a most unauthorised act has been committed by Commodore Rodgers in forcibly seizing 12 British seamen, prisoners of war, late belonging to the Guerriere, and taking them out of the English certificate British brig Endeavour, on her passage down the harbour of Boston, after they had been regularly embarked on board