

Analyzing the Potential Impacts to Cultural Resources at Significant Sand Extraction Sites

Volume II: Maritime Overview of Study Areas: Archival, Cartographical, and Shipwreck Analyses



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Authors

Robin C. Arnold

Prepared under BOEM Contract
M12PC00006
by
Tidewater Atlantic Research, Inc.
5290 River Road
Washington, NC 27889

Published by

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Study concept, oversight, and funding were provided by the US Department of the Interior, Bureau of Ocean Energy Management (BOEM), Environmental Studies Program, Washington, DC, under Contract Number M12PC00006. This report has been technically reviewed by BOEM, and it has been approved for publication. The views and conclusions contained in this document are those of the authors and should not be interpreted as representing the opinions or policies of the US Government, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.

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CITATION

Watts, G., Arnold, R., Forrest, B. and Robertson, W. 2019. Analyzing the potential impacts to cultural resources at significant sand extraction areas. Volume II: Maritime overview of study areas: archival, cartographical, and shipwreck analyses. U.S. Department of the Interior, Bureau of Ocean Energy Management, Gulf of Mexico OCS Region, New Orleans, LA. OCS Study BOEM 2019-014. Contract No.: M12PC00006. 442 p.

ABOUT THE COVER

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Acknowledgments

First, the author would like to express her appreciation and to acknowledge agencies, institutions, organizations and individuals for their assistance and contributions. Without their respective guidance and consideration of requests, production of this historical document would not be possible. Principally, the author thanks the Bureau of Ocean Energy Management (BOEM) for the opportunity to work with the Federal agency in conducting this cutting-edge and worthwhile investigation. In particular, she expresses appreciation to BOEM Contractor's Representative Douglas Jones for his professional assistance and able guidance in every phase of planning and for oversight in respect to archival and cartographical research, the literature search, and historical report preparation. Over the life of the contract, BOEM Lead Contract Specialist Christy C. Tardiff (20 September 2012 to 28 July 2015) and current BOEM Contracting Officer Paige L. Shin attended to all executive aspects in a professional, timely, and straightforward manner. In respect to the critical editorial phase, the thorough and precise skills employed by BOEM Technical Editor Elaine Leyda deserve special recognition and gratitude.

Second, agencies, institutions, and individuals that contributed to the scholarship of this document included: the Louisiana Office of Cultural Development (Charles McGimsey and Rachel Watson); Williams Research Center, The Historic New Orleans Collection (Rebecca Smith); Historical Society of Pennsylvania (archivist Kaitlyn Pettengill); Office of State Lands, Division of Administration, State of Louisiana (Faith T. LeRoy); New York Public Library [NYPL], Brooke Russell Astor Reading Room for Rare Books and Manuscripts (Jessica Pigza); overall staff of NYPL reading rooms (periodicals and references) and the entire map division; Louisiana Historical Society (Cheryl Streiffer); Charlene Bonnette (Head, Louisiana Collection, State Library of Louisiana); Amy Purcell (Associate Curator, Archives & Special Collections, University of Louisville); Gina Costello (Louisiana Digital Library, Louisiana State University); Donald Pusch (French scholar-author); David Rumsey (David Rumsey Map Collection); Pati Threatt (Archivist & Special Collections Librarian, Frazar Memorial Library, McNeese State University); Barry Ruderman (Barry Lawrence Ruderman Antique Maps); Frank Cantelas (NOAA Office of Ocean Exploration and Research); Skip Theberge and John Cloud (NOAA Central Library); Louisiana Digital Map Library (geologist-historian Richard P. Sevier); Tyrell Historical Library, Beaumont; Ray L. Bellande (Historical Society of Biloxi, geologist-historian); Robert Edington (Mobile Admiralty attorney-historian); Civil War Trust (Tanya Roberts); William Still (U.S. Naval historian); Biloxi Public Library (Jane Shambra, Local History & Genealogy Department); Jackson-George Library System, Gulfport (genealogy librarian Sherry Owens); researcher Morgan Arnold (University of North Carolina-Wilmington); Biloxi Public Library (E.W. Suarez and Justine Jones); John Hopkins University (archivist Margaret Burri [Chandeleur and Ship Island quarantine station studies]); Chesney Medical Archives (archivist Andrew Harrison [Chandeleur and Ship Island quarantine station studies]); Dr. Val Husley (Biloxi historian-author); Phillips W. Evans (attorney-historian); Dale Greenwell (Mississippi archaeologist); William Utley (military historian); and The Mariners Museum and Park (Dr. Jay E. Moore, Dr. Bill Barker, and Crystal Hines).

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Abbreviations and Acronyms

ACW	American Civil War
BOEM	Bureau of Ocean Energy Management
CIC	Cartographic Information Center
CSA	Confederate States Army
CSN	Confederate States Navy
GBS	Gulf Blockading Squadron
Gulf	Gulf of Mexico
HII	Higgins Industries Incorporated
HML	Hill Memorial Library
LOC	Library of Congress
LDA	Louisiana Division of Administration
LSA	Louisiana State Archives
LSM	Louisiana State Museum
LSU	Louisiana State University
LSC	Louisiana Supreme Court
MMS	Mineral Management Service
NARA	National Archives and Records Administration
NOAA	National Oceanic and Atmospheric Administration
NHHC	Naval History and Heritage Command
NOCC	New Orleans Chamber of Commerce
NYPL	New York Public Library
OCS	Office of Coast Survey
OSL	Office of State Lands
OCS	Outer Continental Shelf
SCSP	Superior Council State Papers
THNOC	The Historic New Orleans Collection
TAR	Tidewater Atlantic Research, Inc.
UFDC	University of Florida Digital Collections
USACE	U.S. Army Corps of Engineers
USACE-NO	U.S. Army Corps of Engineers, New Orleans District
USCG	U.S. Coast Guard

1. Research Methodology

1.1 Shipwreck-Specific Sources

Wreck-specific information was reviewed in published sources that included *Narratives of Shipwrecks of the Royal Navy: Between 1793 and 1857, Compiled Principally from Official Documents in the Admiralty* (Gilly, 1864), *Statistical and Chronological History of the United States Navy, 1775–1907* (Neeser 1909); *Disasters to American Vessels, Sail and Steam, 1841–1846* (Lochhead, 1954); *A Guide to Sunken Ships in American Waters* (Lonsdale and Kaplan, 1964); *The Encyclopedia of American Shipwrecks* (Berman, 1972); *Shipwrecks of the Civil War, The Encyclopedia of Union and Confederate Naval Losses* (Shomette, 1973); *Merchant Steam Vessels of the United States 1790–1868, “The Lytle-Holdcamper List”* (Mitchell C. B., 1975); and supplements 1 (1978), 2 (1982), and 3 (1984); *Official Records of the Union and Confederate Navies in the War of the Rebellion* (National Historical Society, 31 vols., 1987), *Torpedoes in the Gulf: Galveston and the U-Boats, 1942–1943* (Wiggins, 1999); *The Official Chronology of the U.S. Navy in World War II* (Cressman, 2000); *Ships of the Royal Navy* (Colledge, 2003); *United States Merchant Marine Casualties of World War II* (Browning, 2011); and *Shipwrecks in the Americas* (Marx, 2011).

Publications prepared for BOEM, Mineral Management Service (MMS) and U.S. Army Corps of Engineers, New Orleans District (USACE-NO) which presented relevant shipwreck citations included; *Historic Shipwrecks and Magnetic Anomalies of the Northern Gulf of Mexico, Volumes 1-3* (Garrison E. G., Giammona, Kelly, Tripp, and Wolff, 1989); *An Eighteenth-Century Ballast Pile Site, Chandeleur Islands, Louisiana* (Garrison E. , et al., 1989); *Remote-Sensing Survey of Mississippi River-Gulf Outlet, Breton Sound Disposal Area, Plaquemine Parish, Louisiana* (Irion, Heinrich, and Kostandarithes, 1993); *Refining and Revising the Gulf of Mexico Outer Continental Shelf Region High-Probability Model for Historic Shipwrecks, Final Report; vol. I: Executive Summary; vol. II: Technical Narrative; vol. III: Appendices* (Pearson, James, Krivor, El Darragi, and Cunningham, 2003); *Study to Conduct National Register of Historic Places Evaluations of Submerged Sites on the Gulf of Mexico Outer Continental Shelf* (Enright, Gearhart II, Jones , and Enright, 2006); *Impact of Recent Hurricane Activity on Historic Shipwrecks in the Gulf of Mexico Outer Continental Shelf* (Gearhart, et al., 2011); *Shipwreck Research in the New Orleans Notarial Archives* (Rawls and Lee, 2011); *Archival Investigations for Potential Colonial-Era Shipwrecks in Ultra-Deep Water within the Gulf of Mexico* (Krivor, de Bry, Linville, and Wells, 2011); and *Archaeological Analysis of Submerged Sites on the Gulf of Mexico Outer Continental Shelf* (Evans, et al., 2013).

Applicable editions of *Merchant Vessels of the United States* were consulted for shipwrecks in the vicinity of the project areas. Casualties were first reported in the Federal register for the fiscal year ending 30 June 1906. However, the preceding annual lists (1867–1905) provided critical information to support other archival research. With respect to the volumes consulted for “losses,” subtitles varied as volumes 1906 to 1912 were published by the U.S. Bureau of Navigation (for U.S. Department of Commerce and Labor) and as follows; 1913-1932 by Bureau of Navigation (for U.S. Department of Commerce); 1933–1942 by Bureau of Marine Inspection and Navigation; 1943–1966 by Bureau of Customs; and 1968 forward by the U.S. Coast Guard. Relevant losses mentioned in literary and historical sources were cross-referenced with vague “Gulf of Mexico” entries provided by the U.S. government publications. The majority of the study volumes are available at HathiTrust Digital Library and the HyperWar Foundation website.

1.2 Shipwreck Databases

Shipwreck investigations focused on known and suspected losses in the northern Gulf of Mexico (Gulf). Databases of inventoried shipwrecks were accessed that included the restricted BOEM Archaeological Resource Information Database (August 2011) and the publicly accessible U.S. Department of Commerce Automated Wreck and Obstruction Information System (AWOIS). The AWOIS database contains information on thousands of shipwrecks and obstructions to navigation that have been reported or identified and included on navigation charts. Wrecks and obstructions are not always identified or their positions accurately located but the AWOIS remains a valuable research tool. Other shipwreck (and maritime travel) databases consulted for relevant losses in the project area included; Lloyds List Marine News, 1740–1837 sponsored by the City of London, Guildhall Library; Immigrant Ships Transcribers Guild; Northern Maritime Research; “ShipIndex.org;” “The Ship List”; and the “Wreck Site”.

1.3 Historical Newspapers and Journals

Relevant shipwreck information was accessed electronically as many government agencies and institutions in Louisiana, Texas and Florida have made valuable primary sources available on the Internet. Sources consulted included; “Free Databases for Louisiana Genealogy” sponsored by the Sims Memorial Library (Southeastern Louisiana University), New Orleans Bee/ L’Abeille de la Nouvelle-Orléans [September 1827 through December 1923], the Bexar Archives [a principal resource for Spanish and Mexican history of Texas from 1717–1836] (Briscoe Center For American History, The University of Texas at Austin), the Southern Historical Society Papers, the Florida Historical Quarterly (Publication of Archival Library & Museum Materials), and the Florida Digital Newspaper Library (George A. Smathers Libraries). Owing to their importance, volumes (1766–1783/1785-1791) of *Affiches Americaines* (Sainte-Domingue) and volumes (1845–1847, 1852–1854) of the *Moniteur* (Haiti) were surveyed for pertinent shipwreck notices in the Digital Library of the Caribbean. Other gratis digital sources consulted for shipwreck entries and historical background material included *Chronicling America: Historic American Newspapers*, *Gallica*, and the [British] National Archives.

Wreck-specific information was queried in premium digital sources that included; Accessible Archives, Newspaper Archive, Newspapers.com, Fold 3, Genealogy Bank, JSTOR, Proquest Historical Newspapers, Questia, New York Times archives, the U.S. Naval Institute (USNI), and NewsBank (Caribbean Newspapers, Series I: 1718-1876). Through membership to the New York Public Library (NYPL), a three-month subscription allowed online access to innumerable historical journals, tabloids, broadsides, etc. that included the “17th-18th Century Burney Collection Newspapers,” 19th-century British newspapers, and 19th-century United Kingdom periodicals. NYPL databases restricted to on premise viewing only were surveyed for shipwreck data in 2016. Those databases included “Latin American Newspapers (1805–1922),” “Times of London Digital Archive (1785–2010),” “Illustrated London News,” and other important British newspapers (1791–2011) addressing commercial and shipping items.

2. Archival Research

2.1 Louisiana Division of Administration

The “Historical Records Section” of the Louisiana Division of Administration (LDA, n.d.) database was accessed to survey the state’s “historical land title information –including original land claims pursuant to Spanish, British, and French Land Grant,” and potentially relevant tax records. Records archived by the Office of State Lands (OSL) [former State Land Office created 1844] proved to be especially interesting and helpful in preparing this document. Attention was paid to plats, maps, surveys, patents, claims, deeds, tract books, swampland selections, approvals, rejections, internal improvements, etc. associated with maritime areas of interest studied in this document. Special consideration was paid to “Claim Papers,” the “Pintado Papers,” and “Rio Hondo Claims.” Documents associated with Jean Laffite’s varied activities near the Chandeleurs and Sabine River, including a shipwreck protest, are available for viewing.

2.2 Louisiana Historical Society

The author surveyed all available issues of Louisiana Historical Quarterly (LHQ) published by the Louisiana Historical Society (LHS). Access to digital versions is available to researchers by merely joining the LHS. Each issue presented superlative articles that generally contributed to the research goals. As an example, the bicentennial issue (celebrating the founding of New Orleans) included translations of an eyewitness account of Bienville’s historic landing at the Chandeleurs and associated documents by French scholar Heloise Hulse Cruzat, abstracts of “Old Historic Papers,” and very obscure items not readily found (Cruzat, 1918).

2.3 Louisiana State Archives (LSA)

The Louisiana State Archives (LSA n.d.) provide public access to historical records from most state government departments spanning the Colonial period to the contemporary period. Documents generated from the three branches of state government chronicle the history of Louisiana and its citizens. The archives also hold material collected from non-governmental institutions, individuals, organizations and churches. In the conduct of research objectives, special attention was directed to historical records maintained by the LSA that included census/register records, Colonial documents, manuscript collections, court records, military records, “The Rebel Archives,” and immigrant ship lists. LSA databases were accessed numerous times over the course of the project.

2.4 Louisiana Digital Media Archive

The impressive Louisiana Digital Media Archive was the “first project in the nation to combine the media collections of a public broadcaster and a state archives.” The online catalogue of “thousands of hours of media” of “historic events,” news and public affairs/oral interviews, etc. was accessed to support research activities (Louisiana Digital Media Archive, 2017).

2.5 Louisiana State Museum Collections

Abstracts of Colonial documents referred to as “Black Books” archived by the Louisiana State Museum (LSM) were surveyed for shipwreck data and for shipping. The 150 files cover the full range of litigation, civil actions, notices, instruments, bills of sales, estate matters, succession hearings, business dissolutions, etc. Dates covered by the Black Books commenced in 1613 and concluded during 1813 (Louisiana Division of Cultural Resources and Tourism, 1613–1813).

2.6 Superior Council State Papers

Abstracts of Superior Council State Papers (SCSP) first published by the LHS were reviewed for relevant maritime intelligence. Their unique importance cannot be undervalued in that the originals documented French Louisiana litigation ranging from 1714 to 1769. The *Guide to the French Colonial Records of the New Orleans Notarial Archives, 1733-1767* (Margot, 2007) provided insight into these complex and critical documents.

2.7 City Archives, New Orleans Public Library

The New Orleans Public Library website detailing “Records Relating to the Port of New Orleans” was consulted for relevant shipping advice. Documents archived by the city library include registers of seagoing vessels in the port from 1806 to 1871. The French and English records generally confirm the vessel’s name, nationality, last port of call, rigging, arrival, departure, tonnage, and information related to manifests, etc.

2.8 The Historic New Orleans Collection

Digital collections presented by the Williams Research Center (WRC) were queried throughout the course of the project. Finding aids greatly contributed to research objectives. Special attention was paid to manuscripts and maps. The collaborative digital collection entitled “Free People of Color in Louisiana” was viewed as particularly important in that immigrants arriving from Saint-Domingue, Martinique, Cuba, Antigua, Barbados, Saint Barthélemy, Jamaica, Saint Kitts, Nevis, Saint Lucia, Trinidad, Tobago Saint Vincent, Sint Maarten, and other Caribbean islands were generally identified in relation to shipping.

2.9 Tulane University Collections

Catalogues and finding aids linked to four of Tulane University’s 12-library research networks were carefully scanned for relevant material. Finding aids and digital collections presented by the Howard-Tilton Memorial Library, the Latin American Library, the Louisiana Research Collection, and Tulane Law Library were queried during the course of the project. Where possible, shipping, immigration, marine casualties, salvage, and Admiralty records were assessed for correlation to project areas. For the purposes of preparing this document, the author focused on the “French Colonial, Spanish Colonial, and Nineteenth-Century Louisiana Documents” online source.

2.10 Loyola University (New Orleans) Collections

Catalogues and finding aids linked to Loyola digital archives were queried for relevant material. The “Electronic Theses Collection” was assessed for scholarly works associated with the early history of Louisiana and for maritime subjects. Ecclesiastical records associated with the “Archives for the New Orleans Province, Society of Jesus” were surveyed. “Jesuit Archives,” held at the J. Edgar & Louise S. Monroe Library, include Colonial records preceding 1763 (suppression of the religious society) and documents dating from the 1830s (Society of Jesuits’ return to New Orleans).

2.11 Louisiana State University

The author visited Louisiana State University (LSU) in 2014. Over the course of several days, the author researched as many relevant documents as time allowed. Special consideration focused on Admiralty and maritime case law involving shipwreck and/or casualty litigation available at the Paul M. Hebert Law Center. Holdings at that location and germane collections archived at Hill Memorial Library (HML) related to marine insurance, customs documents, port records, vessel logs, and commercial enterprises were reviewed. Reserves at HML include the renowned “Louisiana and Lower Mississippi Valley Collections.”

2.12 New York Public Library

In 2016, the author visited the New York Public Library (NYPL) to examine numerous manuscript collections associated with the Company of the Indies, Royal Navy and American Navy surveys (Louisiana and northern Gulf), and shipping items related to trade between New Orleans and Caribbean ports. As time allowed, the author searched through scholarly secondary sources that are presently only available at the NYPL.

2.13 Bermuda Government Archives

Archival research was conducted at the Bermuda Government Archives in Hamilton during 2016 to ascertain if any historical documents shed light on shipping associated with Louisiana. Bermuda traditionally has served as a harbor of refuge for vessels crossing the Atlantic Ocean. In addition, shipping has traditionally sought out repair and bunkering services at the Royal Naval Dockyard and St. Georges.

2.14 National Archives and Records Administration

The National Archives and Records Administration (NARA) in Washington, DC, and Silver Springs, Maryland were visited on several occasions. Documents related to the construction of the Chandeleur lighthouses, the Ship Shoal lighthouse, and the Sabine Bank lighthouse were reviewed. Research at those locations included inspections of 19th- and 20th-century charts or maps, and historical survey reports associated with the subject lighthouses. The examination conducted at the NARA facility in Washington, DC also was designed to inspect primary sources involving the shipwreck of the army transport schooner *Elizabeth*.

2.15 Mississippi Research Sites

In 2016, the author, Principal Investigator Gordon Watts, and Senior Archaeologists John Morris and Gregory O. Stratton visited several Mississippi libraries and archives. Research and inspection of historical documents and maps were carried out at the Gulfport Public Library, Harrison County Law Library (Gulfport), Vault-Judicial District 1 [Chancery Records dating to 1843] (Gulfport), Maritime & Seafood Industry Museum (Biloxi), and the Biloxi Public Library.

2.16 North Carolina Research Sites

Over the course of the project life, research was conducted at four North Carolina university libraries. Multiple visits were carried out at three locations; Duke University (Durham), East Carolina University (Greenville), and at the University of North Carolina (Wilmington). In addition, the University of North Carolina-Chapel Hill library was visited to search relevant topics.

3. Cartographical Research

3.1 Cartobibliographical Sources

During the conduct of cartographical research, the authoritative *Charting Louisiana, Five Hundred Years of Maps* was consulted to provide guidance. In compiling this excellent work, editors Lemmon, Magill, Wiese and Hébert (2003) included a “Selected Readings” section that identified obscure sources of early charts and maps related to the current study areas. Special attention was paid to “Maps of Louisiana—Catalogues and Guides” and sources were checked for historical references to the Chandeleurs, coastal St. Bernard Parish, Ship Shoal Island, and Sabine and Calcasieu passes.

Ware’s (1982) *George Gauld, Surveyor and Cartographer of the Gulf Coast* touched on the British surveyor’s historic expeditions. Gauld’s 16-year tenure (1764-1780) in the northern Gulf culminated in what many experts believe to be the first most accurate cartography of the Gulf coast. This work recalled expeditions off the Chandeleurs, the coast of Terrebonne and its outlying islands, and the mouths of the Calcasieu and Sabine rivers. In 1777, Gauld alluded to three relevant wrecks; the brigantine *William and Elizabeth* (Chandeleurs), an “old wreck” (between the mouths of Mermentau and Calcasieu), and the sloop *Robart* at Sabine.

Mapping Texas and the Gulf Coast: The Contributions of Saint Denis, Oliván, and Le Maire, compiled by Jackson, Weddle, and DeVille (1990), served to clarify the international complexities associated with the production of sea charts and maps in the discovery and explorations periods. Primary sources represented by the authors were accessed from premier map collections held by archives in Paris, Seville, Mexico City, Chicago, Austin, and Washington, DC. The bibliography included by Jackson, Weddle, and De Ville (1990, p. 86–89) was consulted for relevant references.

3.2 New York Public Library Map Collection

In 2016, the author visited the extensive map division housed at the NYPL. To conserve time, research focused entirely on cartobibliographies to ascertain if any then current library collections included Louisiana and Gulf materials not yet identified.

3.3 Office of Coast Survey Historical Map & Chart Collection

The historical map and chart collection database maintained by the Office of Coast Survey (OCS) was queried numerous times over the course of the current project. This process was facilitated in conjunction with numerous queries on collaborative NOAA sites.

3.4 Library of Congress Map Collection

As of 2017, the Library of Congress (LOC) maintained some 2,572 maps associated with the subject heading “Louisiana.” These maps are sub-divided in collections that include “American Memory,” Geography and Map Division,” “Military Battles and Campaigns,” American Revolution and Its Era,” “Cultural Landscapes,” “European Explorations and the Louisiana Purchase,” Discovery and Exploration,” “Civil War Maps,” “General Maps,” “France in America,” and others related to urban areas, railroads, Sanborn maps, etc. Of these, at least 336 items were available to view online.

The official annotated work entitled *A List of Maps of America in the Library of Congress*, compiled by chief of the division of maps and charts P. Lee Phillips, was reviewed. His 1901 monograph detailed many rare and obscure maps, which were only available when the new LOC was opened ca. 1897. Phillips (1901, pp. 365-377) summarized 146 entries for “Louisiana” that ranged from the earliest, *Tabvla Novæ Franciæ anno 1660*, to Rand, McNally & Company’s “pocket map and shippers’ guide of Louisiana” dated 1893. Twenty-nine maps “showing the growth of knowledge of the territory embraced

in the Louisiana Purchase” were identified by a Library of Congress (1904, p. 261) publication, which included contemporary acquisitions and exhibits associated with Louisiana and New Orleans.

3.5 Louisiana State Archives Map Collection

Currently, the Louisiana State Archives (LSA) maintains 257 map collections, one of which comprises over 10,000 maps. Most LSA maps are copies and not originals according to the secretary of state’s historical resources online guide (Secretary of State, n.d.). Online sources were surveyed for items of interest.

3.6 Cartographic Information Center

The index of resources held by the Louisiana State University (LSU) Cartographic Information Center (CIC) was reviewed for relevant material. The CIC collection includes historical maps and planimetric charts based on aerial photographs taken by the U.S. Army during the 1930s of the “Louisiana Gulf Coast from Sabine Pass to Bayou Blanc” (CIC, 2004-2012). U.S. Coast & Geodetic Survey (USC&GS) topographical survey sheets held by CIC for the current study areas included Chandeleur Island sheets for 1855 and 1922. Relevant post-hurricane aerial photographs [Audrey (1957) and Carla (1961)] taken by the U.S. Navy (USN) of the impacted coastlines can be ordered through the CIC. In addition, 125,000 aerial images (commencing 1931) of taken by the U.S. Department of Agriculture and/or Louisiana Department of Transportation and Development are available.

3.7 Rosenberg Library of Galveston (Texas)

The Rosenberg Library (2005) online database was queried for relevant historical sources and maps. *Cartographic Sources in the Rosenberg Library* (Taliaferro, 1988) was also consulted. Noteworthy references included Civil War and Spanish-American War histories related to Sabine Pass and its vicinity. Port advice for Sabine Pass produced by a railroad concern ca. 1879 was listed among its holdings. U.S. Army Corps of Engineers (USACE) commerce reports for Sabine, Port Arthur, Beaumont and Orange (1925, 1933, 1940, and 1966) were also available for study.

4. Antiquarian Map Sources

4.1 Barry Lawrence Ruderman Antique Maps

During the conduct of searching cartographical sources, the Barry Lawrence Ruderman map collection exhibited at La Jolla, California was evaluated regarding the study areas. Mr. Ruderman graciously permitted use of rare map images for this document.

4.2 David Rumsey Map Collection

The exceptional David Rumsey Map Collection was searched for obscure and/or previously unknown charts and maps related to the project areas. At this date, Mr. Rumsey’s “historical map collection has over 75,000 maps and images online,” and “includes rare 16th through 21st century maps of America, Europe, Asia, Africa, Pacific and the World.” (Cartography Associates, 2017) The physical map collection of some 150,000 “maps, atlases, globes, school geographies, and maritime charts” housed at the David Rumsey Map Center, Cecil H. Green Library, Stanford University (Stanford, California) was donated by the author-philanthropist and his wife Abby Rumsey. Mr. Rumsey graciously permitted use of several charts and maps that greatly enhance this document.

4.3 Heritage Charts

The “Heritage Charts, Fine Art Reproductions of Historical Maps & Charts” online collection was queried for obscure or previously unknown portolan charts/maps related to the project area. This Somerset, United Kingdom-based firm provides useful histories of each offering. (Heritage Charts, 2010)

4.4 Stanford University SearchWorks Catalog

The SearchWorks online catalog associated with Stanford University (Stanford, California) libraries, including the Cecil H. Green Library and Robert Crown Law Library, was accessed to search for cartographical and/or textual materials related to the project areas. (Stanford University, n.d.)

5. Sundry Digital Archives

5.1 Papers of the War Department 1784–1800

The “Papers of the War Department” database was queried for relevant maritime topics especially in respect to French shipping, the Port of New Orleans, and the Quasi-War (Roy Rosenzweig Center for History and New Media, n.d.). According to its website:

Papers of the War Department 1784–1800 presents this collection of more than 42,000 documents in a free, online format with extensive and searchable metadata linked to digitized images of each document, thereby insuring free access for a wide range of users. Scholars will find new evidence on many subjects in the history of the Early Republic, from the handling of Indian affairs, pensions and procurement to the nature of the first American citizens’ relationship with their new Federal government. The Papers of the War Department 1784–1800 offer a window into a time when there was no law beyond the Constitution and when the administration first worked out its understanding and interpretation of that new document.

5.2 Cornell University Library, Making of America Collection

The Cornell University Library “Making of America” (MoA) database was accessed to search its comprehensive collection of Civil War documents. Primary source documents that are easily accessible include “Series I, 1–53; Series II, 1–8; Series III, 1–5; Series IV, 1–4” volumes of *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies* [or *Official Records of the Union and Confederate Armies*] published by the U.S. War Department (1880–1901). Likewise, the 31-volume *Official Records of the Union and Confederate Navies in the War of the Rebellion* published by the U.S. Department of the Navy (USND) are accessible. The extensive collection of scholarly journals made available by MoA that includes *Scientific American* (1846–1869), *Harper’s New Monthly Magazine* (1850–1899), and *Scribner’s* (1870–1881, 1887–1896) was queried for shipping information.

5.3 University of Florida Digital Collections

The University of Florida Digital Collections (UFDC) was queried on numerous occasions during the conduct of historical and cartographical research. The database currently “hosts more than 300 outstanding digital collections” that include “rare books, manuscripts, antique maps. . . newspapers, theses and dissertations, data sets, photographs, [and] oral histories” (University of Florida Digital Collections, n.d.)

5.4 Institute of Jesuit History

Records archived by the Institute of Jesuit History (2016) include primary sources and valuable indices including documents [Series 3] related to Jesuit campaigns in French and Spanish controlled areas of Canada and the United States in the 17th and early 18th centuries. Archives preserved on microfilm at the Midwest Jesuit Archives: Missouri Collection include these items; “Maps, (especially) between 1680–1715: Louisiana, Florida, Mississippi;” and “Records of voyages pertaining to exploration of the Mississippi by d’Iberville from 1698 to 1701. The collection includes memoirs and letters about life in the French settlements during the first quarter of the 18th-century, and several hydrographic service charts possibly created by 18th-century French authorities.

5.5 Bibliographical Sources

Jumonville's (2002) *Louisiana History, An Annotated Bibliography* served as a principal finding aid to determine what primary and secondary sources should be consulted in the preparation of this document. The work lists over 6,800 titles and the compiler also added very helpful appendices to ferret out specific topics of interest. Prolific author and respected Louisiana historian Carl A. Brasseaux (1982) compiled *A Selected Bibliography of Scholarly Literature on Colonial Louisiana and New France*, which also served as a bibliographical reference. The *Index to the Archives of Spanish West Florida, 1782-1810* (Arthur, 1975) was consulted. This work provided the names of contemporary vessels, merchants, captains, and some obscure shipping data.

In his authoritative *French and Spanish Records of Louisiana*, Beers (1989) presented a well-organized and heavily annotated bibliography that provided the author with an invaluable reference. Beerman (Beerman, 1979, pp. 221–222) provided information about primary sources available [at press] at the Biblioteca Central Militar [Servicio Historico Militar] in Madrid, which included 23 historic documents dating from the 1794 “Relación de la fortificación de la plaza de Nueve Orleans” to the 23 April 1810 “Descripción de los límites de Luisiana con los Estados Unidos.”

6. Historical Maritime Overview

6.1 Discovery and Exploration Period

The discovery of the “West India Islands,” which Christopher Columbus explored during his first voyage westward were

. . . thus named to distinguish them from the proper Indies of the east, lie generally between Florida and N. coast of S. America. They inclose [sic] two great expanses, the gulf of Mexico and the Caribbean sea, and present a convex line to the Atlantic, their eastern boundary. Extent. The West Indies, the Bahamas included, extend from the 10th to the 28th deg. of N. lat., and from about the 59th to the 85th of W. long. They are for the most part in the torrid zone. Trinidad is at their southern extremity, Barbadoes their eastern, and Cuba their western. (Butler J. O., 1826, p. 254)

After the Spanish Crown planted settlements on the Great Antilles (Hispaniola and Puerto Rico) expeditions were raised “to make discoveries on the coasts of the Gulf of Mexico” (Du Pratz, 1774, p. 1). The Spanish were the first Europeans to lay claim to the Mississippi Delta and northern Gulf of Mexico. In 1519, Admiral Alonzo Álvarez de Pineda explored and mapped the northern Gulf for the Spanish governor of Jamaica. Ten years later, Pánfilo de Narváez, the sixth governor of La Florida, led another expedition of five vessels and 400-armed men to the Gulf. Due to their mistreatment of Native peoples, Narváez and his men were allegedly harassed as they reconnoitered the region. According to sources, Narváez and Cabeza de Vaca sailed from Florida with the objective to reach Mexico in a fleet of horsehide boats. During 1528, the Spanish “shipwrecked on the Texas coast during a November norther, all boats save one being destroyed” (Phillips E. H., 1956, p. 2).

In the aftermath of the April 1554 massacre at Padre Island, whereby shipwrecked Spaniards were viciously maltreated, royal overseer of Vera Cruz Pedro de Santander wrote King Philip I suggesting that his subjects occupy “Florida” and subjugate the natives he referred to as ‘infidels, idolators, and sodomites’ (Weddle R. S., 1985, p. 255). Three Gulf sites were generally stipulated as suitable at that date to safeguard Spanish interests; “Río de las Palmas, the Río Bravo, and Ochuse (Pensacola)” (Weddle R. S., 1985, p. 254). With respect to the Mississippi itself, the January 1557 Santander petition advised the Crown to “go by sea to the Río del Espiritu,” which he described as follows.

. . . ‘eight leagues of mouth’ and flowing more than 500 leagues from its source to the Gulf ‘It is fertile and luxuriant, and its banks twenty leagues upstream are well populated. There are many mulberry trees for silk, walnuts, grapes, and various other fruits. Down this river come many canoes manned by Indian archers, and the galleys will tame it completely and settle the people . . . in Your Majesty’s name’. (Weddle R. S., 1985, p. 256)

By 1557, Luís de Velasco the Elder received orders “to establish a port and colony in Florida for the protection of east bound ships” sailing from Vera Cruz loaded with silver bullion mined in New Spain (Sauer, 1980, p. 18). As the successor to Antonio de Mendoza (tenure 1535–1550), the up-and-coming viceroy of New Spain “thought to amend the instructions by beginning with a settlement on Pensacola Bay on the northeast coast of the Gulf of Mexico” (Sauer, 1980, p. 18) (Figure 1).

6.2 Tristán de Luna Entrada (1559–1561)

As a consequence, Velasco tasked Tristán de Luna to fulfill that epic objective but the latter's expedition was forced inland due to a powerful hurricane. Addressing Luna's 1559 cruise from Veracruz to Mobile Bay, Higginbotham (1991, p. 21) surmised that the historic voyage consisted of 13 ships represented "the most ambitious enterprise undertaken in the New World."

6.3 Nature of the Gulf of Mexico

In *The Geography of the Globe*, master geographer John Olding Butler (1826, p. 244) eloquently described the nature of the Gulf of Mexico (Gulf) in this manner.

The gulf of Mexico, with the bay of Campeachy, its southern branch, on the E.; the gulf of California, formed by the peninsula of California, on the W.; and the gulf Tehuantepec on the S. The gulf of Mexico is entered between the peninsula of Yucatan and the island of Cuba, and its egress is between Cuba and the promontory of Florida. Its length, from E. to W., is 1,000 miles, and its greatest breadth, from N. to S., 720 miles. The gulf is remarkable for thunder-storms, water-spouts, and long calms, originating in the trade winds, which, constantly rushing into it from the Atlantic, and being there imprisoned as it were by the surrounding lands, cause opposite currents of air, particularly near the shores. The mass of water that flows into the gulf from the Atlantic raises the level of the former considerably above that of the Pacific on the opposite side of the isthmus of Panama.



Figure 1. "Mapa del Golfo y costa de La Nueva Espana . . ." produced by Santa Cruz ca. 1572.

(Courtesy of Library of Congress Geography and Map Division)

The ca. 1584 Abraham Ortelius map entitled “LA FLORIDA” showed the breadth of the northern Gulf and included a contemporary concept of the mouth of the Mississippi. “Peruuiae avriferæ regionis typus” illustrated portions of Central America, northwestern South America, southern United States, the coast of Tamaulipas, and featured two exceptional renderings of 16th-century vessels. The three insets make up the creator’s larger work named *Theatrum Orbis Terrarum* (Figure 2).

Explaining the catalyst that prompted Spanish re-exploration of the Gulf coast ca. 1686, Leonard (1936, p. 547) commented that

When vague reports of La Salle’s attempt [Figure 3] to plant a French colony in the Gulf region reached officials in Mexico City a century and a half of fancied security from danger from the north terminated abruptly. No longer could the wilderness of that dim, mysterious hinterland of New Spain be counted upon as an effective barrier against foreign intrusion, or adequate protection of the rich silver mines of the vice-royalty. A new historical epoch had opened for the Gulf region [Figure 4] and the drama of an international struggle for the possession of this neglected area had begun.

The Spanish were “galvanized into action and during the next few years no less than eleven different expeditions were dispatched by land and sea to ferret out this rumored French colony” (Leonard, 1936, p. 548). These vigorous campaigns not only jump started the re-exploration of “the entire northern coast of the Gulf of Mexico but produced “more accurate geographical knowledge of this region out of the limbo in which it had so long remained” (Leonard, 1936, p. 548).

From Vera Cruz, the viceroy of New Spain dispatched Juan Enriquez Barroto y Antonio Romero of the Windward Squadron in November 1685 to Havana. Their mission was to obtain a suitable vessel and proceed to Apalachee, pick up Indian interpreters, push westward to the ‘Micipipi, which is called Expiritu Santo.’ On 3 January 1686 the small vessel Nuestra Senora de la Concepcion y San Jose sailed from Havana reaching Apalachee by 17 January (Leonard, 1936, p. 549).



Figure 2. 1584 Abraham Ortelius map entitled "LA FLORIDA".
(Courtesy of Library of Congress Geography and Map Division.)

6.4 Alonso De Posada Report, 1686

According to Guggenheim Fellowship for Humanites recipient Alfred Barnaby Thomas (1982, pp. 2–3), the “Posada report in its broadest sense represents a continuation of Spanish interest in the southern region of the present United States begun by Pineda, Narvaez, Cabeza de Vaca, Coronado, and Soto in the sixteenth century.” The whereabouts of Father Posada’s original manuscript is not known, however, Professor Thomas carefully examined four extant “basic copies . . . together with the royal *cédulas* of 1678 and 1685 and related materials.”

In his status as translator-editor of the choice *Estado 43* version, *Descubrimiento de las Provincias cercanas a Nuevo Mexico en el Año de mil seis sientos y treinta* [sic], Thomas (1982, p. viii) “identified all of the geographical references as well as Indian groups referred to.” In his *Seventeenth Century North America*, Sauer (1980, p. 12) summed up research challenges involving contemporary Spanish records in this manner.

Land and life are depicted by selected excerpts, given in my own translations. The Spanish reports for the most part are terse, of distances, places, native numbers, hardships, frictions, the bare bones of geography and history. The empire Spain had acquired in the sixteenth century, greater than the world had known, was too much for its declining strength. The Viceroyalty of New Spain, charged with the support of New Mexico and Florida, had more pressing problems than those of these remote and profitless lands.

6.5 French Attention to the Northern Gulf Region

At the turn of the 17th-century, the French commenced settling Acadia and Canada and the ensuing “profitable fur trade, supplied by Indian purveyors, gave access to the Great Lakes,” and promoted exploration of the upper Great Lakes, and eventually resulted in early expeditions to the Mississippi Valley and onto the Gulf of Mexico (Sauer, 1980, p. 12); Figure 5).

By 1697, French Minister of Marine Pontchartrain “gave strong but unencumbering instructions: Go to the Gulf of Mexico, locate ‘the mouth [of the Mississippi River,] . . . ’ to Montreal native Pierre Le Moyne (McWilliams, 1981, p. 4). The more specific order incorporated this weighty remark; “[and] select a good site that can be defended with a few men, and block entry to the river by other nations” (McWilliams, 1981, p. 4). However, when the startling “news of Iberville’s charge reached Madrid in early 1698, Andrés de Arriola was ordered out of Vera Cruz to fortify the Spanish post at Pensacola” (McWilliams, 1981, p. 4). This strategy was judicious as “Iberville was two months behind Arriola” (McWilliams, 1981, p. 4).



Figure 3. 1684 painting of La Salle reaching Louisiana.
"La Salle Découvre La Louisiane (1684)". (Courtesy of NYPL.)



Figure 4. "A chart of the West Indies from Cap Cod to ye River Oronoque," ca. 1682.
(Courtesy of NYPL.)



Figure 5. Ca. 1683 chart of Louisiana and Canada.

The “Carte de la Nouvelle France et de la Louisiane Nouvellement decouverte dediee Au Roy l’An,” 1683. (Courtesy of THNOOC.)

6.6 Pierre Le Moyne, Sieur d'Iberville Expedition (1698–1699)

The intense political rivalry among France, Spain, and England to dominate the hinterlands of North America shaped historic “events and circumstances,” which positioned Le Moyne to reconnoiter the northern Gulf of Mexico during the late 17th- century. Ellis (1981, p. 3) offered this succinct profile of the founder of the first known French colony in the southern United States.

Pierre Le Moyne, Sieur d'Iberville, soldier, sailor, and explorer, scion of the great Canadian family; who captured the British posts on Hudson Bay in 1686; who defeated three British ships in a naval battle in 1694; who captured Fort Bourbon from the British, and enjoyed several more naval triumphs; who was received by the King of France with distinguished honors and was awarded the Cross of St. Louis

Renown Louisiana historian and French scholar Heloise Hulse Cruzat (1918, p. 58) described the background to Pierre Le Moyne's epic passage and arrival in the northern Gulf as such.

. . . when the peace of Ryswick brought respite to France and seemed to break his career, his mind and desires turned to explorations. He petitioned the French cabinet for a commission to explore and colonize the lower part of the Mississippi. He obtained a fleet of four vessels, and, at [Léogane] San Domingo, added to it another under the command of Chateamorant. The first land they sighted was Santa Rosa island and the harbor of Pensacola (formerly Anchusi). It was in possession of the Spaniards under Don Andres de la Riola. A heavy like a winding sheet enveloped the harbor and both French and Spaniards waited with little anxiety for it to lift. The French were not allowed to land and the Spanish after an exchange of courtesies, on the gulf, bade them God-speed with as much alacrity as politeness.

Captain Chateamorant composed a letter to Count Pontchartrain in June 1699, which detailed the awkward 27 January 1699 meeting with the Spanish at Pensacola and the careful attention to navigation along the alien coastline. Select excerpts translated from the original French dispatch published in *Decouverte Par Mer Des Bouches Du Mississipi Et Établissements De Lemoyne d'Iberville Sur Le Golfe Du Mexique (1694-1703)* follow.

‘Your Lordship: I left, as I had the honor of informing you, Wednesday, December 31st, at midnight from the harbor of Léogane with Messrs. d'Iberville and de Surgères, Mr. de Grasse, captain of a light frigate, embarked with me and was of great assistance; besides being a perfect sailor he knows all the rocks and ports to Mexico, having all his life navigated on that route On Wednesday [28 January 1699] I sent Mr. de Brache, lieutenant on the Francois, with a pilot who sounded up to the anchored vessels, whereupon the governor wrote and begged me to call back the shallows which were sounding, and after getting my letter saying that I did not feel secure, he sent me the royal pilot with orders for him to put me in safety at some place on the coast, but not in their port. Those people fear everything, they are very weak, they are few in numbers, and if we had orders to take their country, we would have done so at small cost. I kept this pilot until the eve of my departure from their port. He told me that there was ship in the port with sails spread for the gallions [sic], ready to leave for Vera Cruz, and the governor was to leave on the 27th or 28th; that the arrival of the King's ships had retarded his departure and that of his ships I heard from this pilot, before sending him away, a description of this coast and asked if there was no danger to range alongside. He informed me that there was a bar a half a league out at sea. You will see it marked on the map I am sending you. He named these isles, isles of St.

Diegue and, as I afterwards heard, was correct in what he said. I showed him the map you sent me and he said there some places not well marked, but Mr. de Brache had one from his brother, who is at St. Diegue, which he found much better and which is certainly superior to the first as we saw in regard to this coast. I also asked if there were any strange ships on the coast, he said there were none. (Chateaurant in: [Cruzat, 1918, pp. 58, 61])

7. Overview of 18th-Century Maritime Affairs

At this date, a prominent “book of maritime [sic] charts” published ca. 1702 by Samuel Thornton [or John Thornton] called *Sea-Atlas* only briefly mentioned Florida. Two charts in the work presenting the northern littoral of the “Bay of Mexico” identified “Apalachia” to the west of a prominent landmass vaguely resembling the Mississippi Delta. In commenting on the “Gulf of Mexico,” the author stated that other than Campecha and Lavera Cruz its “ports and places” were “little frequented, unless by the Spaniard.” (Thornton 1702).

7.1 The D’Iberville Gulf Voyages

Published simply as *Iberville’s Gulf Journals*, this first “scholarly translation into English” chronicled the three historic voyages conducted by Pierre LeMoyne d’Iberville from 31 December 1698 to 27 April 1702. As is generally known, the expeditions were conducted aboard the *Badine* (first voyage), and *Renommée* (second and third). Translator McWilliams explained that while Iberville’s diaries “were [only] intended as official reports for the French Minister of Marine, they provide a microcosm of the competition for empire and a chronicle, in fascinating detail, of what daily life was like in the new world” (McWilliams, 1981, pp. 4-5).

7.2 Journal of *Badine*, First Expedition (31 December 1698–31 May 1699)

After making landfall for the first time along the northern Gulf and encountering Spanish fortifications at Pensacola, Iberville took to his longboat and surveyed points along the coast near Mobile to attempt to find the mouth of the Mississippi. This being unsuccessful, he relocated the three principal French vessels to “an island on the south side of Mississippi Sound, now called Ship Island” (McWilliams, 1981, pp. 5, 33). Enjoying that new base of operations bounded by “a safe anchorage in deep water,” Iberville “moved ashore once again in longboats and canoes to reconnoiter for the Mississippi’s mouth” (McWilliams, 1981, p. 5). Local natives were encountered “who greeted his men with a ‘belly-rub’ ceremony,” and more critically, Iberville “first encountered the word *Malbanchya*” (McWilliams, 1981, p. 5).

At this juncture, the French “explored the coastline inside the Chandeleur Islands,” and Iberville observed “what appeared to be a headland of black rocks that he feared would wreck his small boats” (McWilliams, 1981, p. 5). Facing high sea states that could upset his small watercraft or advance toward the menacing rocks, Iberville opted for the second course. In making that serendipitous choice, Iberville influenced the history of Louisiana as McWilliams (1981, pp. 5–6) explained in this way.

[The French] emerged through the East Pass of the Mississippi (now called the North Pass) and into twelve to fifteen feet of muddy and white water, which LaSalle had described as ‘toute bourbeuse et blanche.’ This led Iberville to suspect that the *Malbanchya* might be the Mississippi. Iberville then journeyed up the river in search of conclusive evidence that it, indeed, was the Mississippi. At every Indian village, he inquired about LaSalle and his companion, Henri de Tonty; he was especially interested in locating the Quinipissas tribe mentioned in LaSalle’s records. The higher he went upriver, the more he decried the writers of false narratives of the area. At a point slightly above the Houmas’ upper landing, he decided, in low spirits, to turn back.

Sending a larger party back downriver under the command of brother Antoine LeMoyne Sauvole, Iberville investigated a branch “clogged with roots and logs” that he considered to be the “east fork of the river” (McWilliams, 1981, p. 6). His alternate circuitous passage “disclosed two lakes [Maurepas and Pontchartrain] . . . and, with considerable portages, a rough passage to his Ship Island anchorage” (McWilliams, 1981, p. 6). In the interim, the Sauvole force “discovered a letter left by Tonty for LaSalle,

dated ‘Village of Quynpyssa, April 20, 1685,’ which of course indicated that the Iberville expedition had relocated the mouth of the Mississippi River (McWilliams, 1981, p. 6).

Having discovered the elusive aperture of the *Malbanchya* (or Río de la Palizada per the Spanish), Iberville soon erected Fort Maurepas on Biloxi Bay. The French garrison was defended by 80 men including Jean-Baptiste LeMoynes de Bienville, the brother of Pierre; supervised by brother Sauvole [or Sauvolle]. Essentially, Iberville had successfully executed all Royal orders; and so sailed for France on 3 May 1699. Despite his award of the prestigious Order of Saint-Louis there, he failed to convince French politicians “to launch immediately into a full-scale colonial activity in Louisiana” (McWilliams, 1981, p. 7).

In particular, Iberville sought to repulse any English intrusions into the lower Mississippi region. Over time, his viewpoint became popularized despite French concerns about depleted Royal coffers and the hypersensitive issue of Spanish succession. By October 1699, Iberville was dispatched to Fort Maurepas with two key objectives; “to indulge in covert activities designed to discourage English influence,” and to “explore further” (McWilliams, 1981, p. 8).

7.3 Journal of *Renommée*, Second Expedition (22 December 1699–28 May 1700)

Arriving back at Biloxi in early January 1700, Iberville heard distressing news that an English corvette had sailed some 25 leagues up the Mississippi. The tradition of how the intrepid Frenchman “bluffed the vessel out of the river” is well known. More importantly, the event reinforced his view that another French fort was needed “on the lower Mississippi, to prevent unfriendly powers from going upstream” (McWilliams, 1981, p. 8). In the second month of the expedition, “Father du Ru wrote in the entry for February 1, 1700, that Iberville, having coasted rather close to an island, decided that the island should have the name Isle de la Chandeleur” (McWilliams, 1981, p. 114). The Roman Catholic Feast of Candlemas Eve was traditionally celebrated on that night; so an association to the Purification of the Blessed Virgin (observed 2 February; Latin Rite) was obvious.

Two “dramatic events” occurred before the second expedition concluded in late May 1700. As Iberville headed out of the “East Pass” on one trip aboard his “smack,” he “struck one of the black rocks or ‘petrified trees’ which was even with the surface of the water” (McWilliams, 1981, p. 9). Immediately, the French realized that the natural phenomenon that had ironically “discouraged two nations from Mississippi exploration . . . were nothing more than mud” (McWilliams, 1981, p. 9). The other incident manifested itself as possibly the earliest known maritime casualty on the Chandeleur Islands.

Iberville reported that a Spanish vessel wrecked on the Chandeleurs on the night of 30 March 1700 but the frustrated Frenchman commented that “This shipwreck has not enriched us, for it was necessary to help these Spanish gentlemen with clothes and other things, as they had lost everything” (McWilliams, 1981, pp. 9, 138). The interesting backstory retold by McWilliams (1981, p. 9) follows.

Spaniards (considered less of a threat than the English) had come in force to drive his garrison away. Yet when the Spanish commander found two well armed French frigates at Ship Island, he did no more than write an injunction against further fortifications and sail proudly away, only to wreck his main ship on Chandeleur Island, losing everything, even clothes. The Spaniards then had to subdue their pride and accept food and clothing from Iberville’s men. Such were the ways of international conflict in early eighteenth-century America.

7.4 Journal of *Renommée*, Third Expedition (15 December 1701–27 April 1702)

As autumn 1701 commenced, Iberville prepared to sail back to Biloxi with even more robust Royal orders. Several international factors shaped the prosecution of the third expedition. Tensions between France and Spain had not improved even though Philip V “had taken Bourbon influences to the throne of Spain in 1700” (McWilliams, 1981, p. 10). Secondly, Frenchmen and Canadians involved in the very lucrative fur trade were being drawn down the Mississippi in greater numbers checking English expansion to some degree. In fact, Iberville had carried some 9000 pelts to New York before reaching France in early summer 1700. Also, perceived Spanish hostility manifested by the Pensacola fortification threatened French security and commerce in the region.

Therefore, as Iberville left France on 29 September 1701, he considered two primary objectives. He needed to immediately “establish a permanent colony on the Gulf, and also to continue building anti-British sentiment among the Indians” (McWilliams, 1981, p. 10). Upon reaching Pensacola, Iberville sought refuge at the Spanish fort but found little hospitality during his two-month stay. Over the course of the next several months, Iberville established way stations and supervised the erection of Fort Louis de la Louisiane at “Twenty-Seven-Mile Bluff;” or La Mobile (McWilliams, 1981, p. 11).

The end of his third (and final) Louisiana expedition was marked by a concerted effort to improve relations with the Indians, and to solve age-old issues of lodging and sustenance. Those three problems would reoccur at heightened intervals throughout the Colonial period. In April 1702, Iberville departed La Mobile “with a certain buoyancy” and from the northern Gulf for the last time. According to McWilliams (1981, p. 12), “the soldier of fortune” first acquired a substantial quantity of “beaver pelts brought out of the Mississippi Valley by Canadian voyageurs” and then sailed to France. In 1706, after having first disgracefully served the French government at Nevis, Iberville suddenly died in Havanna ostensibly from malaria. In the interim, his brother Sauvolle had expired of some malady and was succeeded by Bienville.

7.5 André Pénicaut Manuscript

The 1723 André Pénicaut manuscript was described by translator-editor McWilliams (1988, p. xxiii) as “the earliest full-length account written by a Frenchman participating in the first exploration and first settlement of France’s province of Louisiana.” Before the first “complete English translation” was published in 1953, the “Pénicaut Narrative” had never even “appeared before as a book unto itself” (McWilliams, 1988, p. xxiii).

For the purposes of the current research project, the translated version was a valuable source in that Pénicaut presented “early French dominion in old Louisiana—that is, along the Gulf Coast from Florida to Texas and in the Mississippi Valley from the Balize to the Illinois Country” (McWilliams, 1988, p. xxv). Of singular importance, McWilliams (1988, pp. xxx-xxx) suggested that

No other Frenchman with an ability to write appears to have had so good an opportunity as Pénicaut had to witness the important events of those years. Pénicaut’s trade of ship carpentry caused him to be picked as a member of historic expeditions. He was needed, he states, to repair boats used by exploring parties. He was needed, too, to serve as interpreter of Indian languages, for which had an aptitude . . . With a shipbuilder’s eye and an explorer’s knack for measuring distances, he participated in the transportation of hundreds, perhaps thousands, of the colonists shipped by John Law’s Company to Dauphin Island and New Biloxi, whence they had to be removed to their concessions along the Mississippi, from New Orleans as high as the Arkansas River.

7.6 Early 18th-Century Cartography

By 1700, the “shallowness of the water along the coast caused the Mississippi river to enter the Gulf of Mexico through a number of mouths, all of which were more or less obstructed by sand bars” (Surrey, 1916, p. 41). At this date, too, Higginbotham (1991, p. 18) commented that

“ . . . the mysteries of the northern shoreline of the Gulf of Mexico had partially been cleared by the persistent if imperfect attempts of Spanish and French cartographers. It had been, in the main, a late seventeenth century achievement, made more difficult over the years by map publishers in Rome, Lisbon and Sevilla [sic] whose chief concern seemed to be the marketing of new charts which at best involved merely the copying of older maps embellished by an exotic name or two and at worst the deliberate altering of landscapes to suggest fresh surveys.”

Ca. 1702, premier London mapmakers Mount and Page produced “A Chart of the Bay of Mexico” that confirmed English shipping interests *did have* “printed information about the region” despite concerted “Spanish efforts to control” this valuable knowledge (Lemmon, Magill, Wiese, & Hébert, 2003, p. 35); Figure 6). The inset depiction of the mouth of the Mississippi appeared to be very accurate for the era and could be related to the 1699 expedition of the Carolina Galley conducted by Englishman William Lewis Bond as he ascended the mighty waterway and was turned back by Iberville at the site now known as Detour des Anglais [Turn of the English].

Although the Samuel Thornton chart (1702–1707) entitled “A new and correct large draught of the tradeing part of the WEST INDIES” alluded to the subject Caribbean islands; place names such as “Mertle I,” “Summer I,” and “Lands down” were depicted at the historical location of the Chandeleurs. Thornton drew the entrances to the Sabine and Calcasieu rivers; and the mapmaker also detailed a lengthy corridor where soundings were taken by European coasting vessels (

Figure 7).



Figure 6. A Chart of the Bay of Mexico by R. Mount and T. Page, London [1702].
(Courtesy of THNOC.)



Figure 7. Thornton chart (1702-1707) "A new and correct large draught of the trading part of the WEST INDIES".
(Courtesy of Lionel Pincus and Princess Firyal Map Division, NYPL.)

7.7 Early 18th-Century Provincial Watercraft

The Iberville journals provided some details about the French vessels that served in three historic early 18th-century expeditions to Louisiana. The two frigates of the line, *Badine* and *Marin*, were armed with 30-plus guns carrying a crew of some 150 and 130 marines and sailors, respectively. Lemoyne d' Iberville served as captain of the flagship *Badine*; and the Count de Surgères commanded the second. The Marquis de Chateaumerant commanded the 50-gun *Le François*, which joined the expedition at St. Domingo under sealed orders. At least two merchantmen were employed by Iberville to transport provisions and civilians to Louisiana (McWilliams, 1981, p. 20).

McWilliams (1981, p. 25) discussed the two “poor sailors” [smacks] towed by the *Marin* and *François* and the fluent French writer even commented on the complexities of discerning “French names for small craft.” In fact, he referred the debate to Nancy Surrey’s pivotal work *The Commerce of Louisiana during the French Regime, 1699-1763*. In addition to describing shallops and feluccas [or felouque], Surrey (1916, p. 63) described other types of watercraft utilized in early 18th-century Louisiana in this manner.

The larger boats in use in Louisiana were ‘bateaux,’ ‘brigantins,’ ‘barques,’ ‘keel-boats,’ ‘traversiers,’ ‘caiches,’ and frigates In 1704 there were two ‘traversiers,’ each of fifty tons capacity and with complete armament, making voyages from Louisiana to Mexico. Such trips continued from time to time until one of the ‘traversiers,’ in 1706, ran too close to the shore and was wrecked off the coast not far from Biloxi. In 1722 the ‘traversiers’ then in the province, when not engaged in making journeys to the West Indies [Figure 8], were employed as ‘transport-boats’ (bâtiments de transport).

At least three “shallops” [one confusingly described as a felouque] were mentioned being in service during 1704, and in 1709, “the clerk of the province proposed to buy a ‘bateau’ for the royal service” (Surrey, 1916, pp. 62, 64). However, the intent was to employ the vessel as a ‘traversier,’ but the plan became a moot point as now provincial governor Lemoyne Bienville [and associate] purchased the subject “bateau” for 1500 livres. Within a few years, at least two trips were documented as having been made to Vera Cruz. In the interim, Royal officials acquired a 50-ton bateau for 2000 livres; and this vessel was utilized in “service between the West Indies and the colony” (Surrey, 1916, p. 64).

Surprisingly, a Dauphin Island settler managed to have his own 35-ton bateau brought to the region in 1712 from France. Five years later, *La Catherine* arrived “for [Royal] service in Louisiana;” 2000 livres were expended to acquire this bateau (Surrey, 1916, p. 65). With regard to the next several years, Surrey (1916, pp. 6566) provided this information related to watercraft in the French province:

There were already [ca. 1717] at Mobile a ‘bateau’ of between sixty and seventy tons, and another of from twenty-five to forty, and still others elsewhere, all of them badly in need of repairs. For some time before the Company surrendered its right to the crown it had neither increased nor repaired the ‘bateaux’ of Louisiana. Consequently the royal government found it necessary almost immediately to appropriate ten thousand livres for the construction of new, and the repair of old, vessels of the sort in the province. This need for boats was enhanced, moreover, by the storm that destroyed many ships in lower Louisiana. Among those lost was one wrecked off Horn Island while en route from New Orleans to Mobile by way of the Balise. After the storm there was but one royal ‘bateau’ fit for service. Salmon, the ‘ordonnateur,’ attempted to buy others in the West Indies to take the place of those lost, but was not successful. An Englishman came to Mobile about the same time and offered to sell a ‘bateau’ of one hundred tons; a society organized for the purpose of establishing trade with the West Indies agreed to take it, but the owner did not return with the vessel to complete his share of the bargain. This same year the provincial government bought at Vera Cruz a ‘bateau’ of between sixty and seventy ton, which was

called 'L'Aigle Noir' and was to be a 'traversier' along with an old 'brigantin,' the 'St. Louis.'

7.8 Founding of the City of New Orleans, 1718

At the date of the city's creation on "a crescent bend in the Father of Waters," the province "... included all terrain drained by the Mississippi and its tributaries. This meant a stretch of country from Lake Chataqua to Yellowstone Park, larger than France and continental Europe . . ." (Thompson, 1918, p. 15). Heloise Hulse Cruzat (1918) remarked of the momentous 1718 establishment of New Orleans in this way.

The history of the founding of the city of New Orleans is of world wide interest, combining as it does in its early years the most divergent blood of Europe, and having as a part of Louisiana, undergone the most vital changes. Founded by the French, it was turned over to failing financiers returned to a dissolute monarch, to be bartered like ordinary chattel to Spain, reverting once more to France to be sold to the infant republic which it has helped to swell to the giant republic of today.

7.9 Antoine Simon Le Page Du Pratz Chronicle

Dutchman Antoine Simon Le Page Du Pratz arrived in Louisiana in late August 1718, and over the course of his 16-year stay, he left excellent eyewitness accounts of lower Mississippi River Indians, vernacular watercraft and descriptions of the coast (Du Pratz, 1774, p. 302). Du Pratz suggested that "Oque-Loussas" were "a small nation situated northwest from the Cut Point" taking their name from the appearance of "Black Water" found in the murky lakes near their villages (Du Pratz, 1774, p. 302). Du Pratz (1774, p. 343) offered this description of the construction of early 18th-century vernacular watercraft utilized by this tribe.

The conveniences for passing rivers would soon be suggested to them by the floating of wood upon the water. Accordingly one of the methods of crossing rivers is upon floats of canes, which are called by them Cajeu, and are formed in this manner: They cut a great number of canes, which they tie up into faggots, part of which they fasten together sideways, and over these they lay a row crossways, binding all close together, and then launching it into the water. For carrying a great number of men with their necessary baggage, they soon found it necessary to have other conveniences; and nothing appeared so proper for this as some of their large trees hollowed; of these they accordingly made their pettyaugres [sic], which as I mentioned above are sometimes so large as to carry ten or twelve ton weight. These pettyaugres are conducted by short oars, called Pagaies, [sic] about six feet long, with broad point, which are not fastened to the vessel, but managed by the rowers like shovels.

In regard to skin canoes, he related these details:

They choose for the purpose branches of a white and supple wood, such as poplar; which are to form the ribs or curves, and fastened on the outside with three poles, one at bottom and two on the sides, to form the keel; to these curves two other stouter poles are afterwards made fast, to form the gunnels; then they tighten these sides with cords, the length of which is in proportion to the intended breadth of the canoe: after which they tie fast the ends. When all the timbers are thus disposed, they sew on the skins, which they take care previously to soak a considerable time to render them manageable (Du Pratz, 1774, p. 69).

In calculating the abundant natural resources found in Louisiana, Du Pratz recognized the great potential of the territory's verdant and diverse timber stands. Of this fruitfulness, he remarked.

The quality of the timber is a great inducement to build docks there for the construction of ships: the wood might be had at a low price of the inhabitants, because they would get it in winter, which is almost an idle time with them. This labour would also clear the grounds, and so this timber might be had almost for nothing. Masts might be also had in the country, on account of the number of pines which the coast produces; and for the same reason pitch and tar would be common. For the planks of ships, there is no want of oak; but might not very good one be made of cypress? this [sic] wood is, indeed, softer than oak, but endowed with qualities surpassing this last: it is light, not apt to split or warp, is supple and easily worked; in a word, it is incorruptible both in air and water; and thus making the planks stouter than ordinary, there would be no inconvenience from the use of cypress. I have observed, that this wood is not injured by the worm, and ship-worms might have the same aversion to it as other worms have. Other wood fit for the building of ships is very common in this country; such as elm, ash, alder, and others. There are likewise in this country several species of wood, which might sell in France for joiners work and fineering [sic], as the cedar, the black walnut, and the cotton-tree. Nothing more would therefore be wanting for compleating [sic] ships but cordage and iron. As to hemp, it grows so strong as to be much fitter for making cables than cloth. (Du Pratz, 1774, p. 179)

7.10 The Dumont de Montigny Louisiana Chronicle

Before describing his 18th-century French Louisiana experience to his benefactor, Jean-François-Benjamin Dumont de Montigny (2012, p. 1) remarked that; 'I have written it [memoir] as clearly as I could, so as to conceal nothing from you . . . of the events that took place in that distant land.' According to translator-editor Gordon M. Sayre, the obscure Dumont de Montigny memoir spans the years 1715 to 1747 and only now [2012] offers English-speaking readers a view of "the French Atlantic in such grand scale and rich detail" (2012, p. 1).

Dumont's real life as a colonial officer matched [Robinson] Crusoe's tale for its pathos and misadventures, but unlike Crusoe, Dumont did not live alone, and the setting for his tale was no imaginary island but the ports and ships, forts, towns, and backcountry of a vast French Atlantic world that touched four continents and countless islands. Dumont crossed the Atlantic six times between Quebec, Louisiana, Saint-Domingue and the colonial entrepôts of western France, along the military and commercial circuits that traced the first French empire onto the globe. (Dumont de Montigny, 2012, p. 1)

In 1715, the newly commissioned Dumont sailed from Rochefort to Quebec at the age of 18, returning to France by 1719. At the later date, "enthusiasm for the colony of Louisiana was at its highest point" (Dumont de Montigny, 2012, p. 3). As a result of political connections, Dumont soon received two commissions; lieutenant and engineer and was tasked "to develop forts and plantations" for the Louisiana concessions granted to Louis-Claude Le Blanc and Charles-Louis-Auguste Fouquet de Belle-Isle (Dumont de Montigny, 2012, pp. 2-3).

On 21 May 1719, Dumont departed La Rochelle aboard Company of the Indies ship *Marie*, arriving at Dauphin Island by 31 August. The "flute" *Marie* was "captained by M. Japy, an old salt of the sea who in his many voyages had always been a scourge to pirates, having captured many of their vessels" (Dumont de Montigny, 2012, p. 95). Dumont departed the province for Lorient, via Cuba, in May 1720 aboard the *Mutine*. By March 1721, Dumont sails again to Louisiana aboard the *Portefaix* [or the *Saône*]. In August 1724, he sails from New Orleans to "France" [see (Dumont de Montigny, 2012, p. 17n)] aboard the *Profond* but returns to New Biloxi on 31 October 1724. At this point, it appeared that Dumont married

and stayed in Louisiana until at least June 1737. Dumont and his “family” embarked aboard the *Somme* and then sailed to Rochefort (Dumont de Montigny, 2012, pp. 47-49).

7.11 Early 18th-Century Provincial Promotion

A French professor of mathematics sailed to Louisiana at the request of French King Louis XV during 1720. Antoine François Laval’s journal (and dictionary) published some years later included “Maps and Cuts” and observations related to the region’s geography and navigation (Present State of the Republick of Letters, 1728, pp. 76-77). Another Frenchman, François Chereau, produced “a curious and obviously inaccurate bird’s eye view of Louisiana’s gulf coast” in the year Laval sailed to the region (Lemmon, Magill, Wiese, & Hébert, 2003, p. 70); Figure 9).

In describing the somewhat whimsical portrayal of “Marauding natives brandishing bows and arrows” and robust shipping, map authorities suggested that Chereau was trying to “gratify a European community thirsting for information about Louisiana” (Lemmon, Magill, Wiese, & Hébert, 2003, p. 70). To advance the 18th-century objectives of the Crown to entice settlers and speculators, and perhaps to alleviate French opposition based on economic issues, published reports were often fine-tuned to present a more positive narrative. One such source would be the regular accounts forwarded to France. On 24 November 1721, Inspector General Diron D’Artaquette presented a “Census of New Orleans and its environs,” and “memorial upon the land, its production [,] medicinal herbs, grants, etc” that possibly fit the bill (Cruzat, 1918, p. 97).

Information relative to the value of early 18th-century imports is scanty but do exist for the two subject years. In 1720–1721, the Company of the Indies commanded its greatest assets and also executed a supreme effort to colonize Louisiana. Of some 34 arrivals in those two years, six carried colonists (and their chattel including slaves) or concession supplies. Twelve vessels (340 to 520 tons) transported European cargoes that averaged 185,000 livres in value (Clark, 1970, p. 38). By 1722, (Clark, 1970, p. 36) related that conditions had changed in this way.

..the appearance of the *Profound* in the roadstead of Ship Island provoked jubilance in New Orleans and the singing of a *Te Deum* in thanks for the coming succor. In March, 1724, the company store at New Orleans held large quantities of Natchez tobacco because no shipping was available to France. Two months later the *Gironde* reached New Orleans, followed closely by the *Bellone* and the *St. André*. The *Bellone* took the available cargo, departed, and sank. The *Gironde* sailed to St. Domingue. The *St. André* had landed its crew to cut wood for lack of other useful employment.



Figure 8. 1717 Nicolas de Fer map. Nicolas de Fer map entitled “Le Golfe de Mexique” produced 1717.
(Courtesy of David Rumsey Map Collection.)



Figure 9. Ca. 1720 chart of the northern Gulf of Mexico. “Le Missisipi ou la Louisiane Dans l’ Amerique Septentrionale” by Chereau [ca. 1720].
 (Courtesy of THNOC.)

The chart “A Description of the English Province of Carolana [sic]” produced by Daniel Coxe during 1727 included a surprising detail entitled “A Map of *the Mouth of the River Meschacebe*” [Mississippi]. According to Lemmon, Magill, Wiese and Hébert (2003, p. 44), Coxe’s manuscript map (Figure 10) “shows place-names reflecting British designs on the region.” Specifically, the Chandeleurs are called the “Sommers Islands,” and modern Saint Bernard Parish appears to be “The County Of Pembroke.” Other English inspired nomenclature includes the “Island And County Of Nassaw,” “The Bay And Harbour Of Nassaw,” and “Lon]dale.”



Figure 10. 1727 Daniel Coxe map. "A Description of the English Province of Carolana [sic] "

Produced by Daniel Coxe during 1727 and detail entitled "A Map of the Mouth of the River Meschacebe". (Courtesy of THNOC.)

The demoralizing loss of the *Bellone* and other setbacks coupled with a general lack of supplies ushered in a decade of tribulations. Hall (1992, p. 180) aptly summarized Louisiana's arrested development during in this way.

When the Company of the Indies ruled Louisiana, most ships came directly from France. We have seen that slave-trade ships from Africa to Louisiana stopped off in the islands [French West Indies] for refreshment, but the demand for slaves there was so desperate that one 'cargo' destined for Louisiana was seized and sold in the islands While there was some trade in the 1720s between Louisiana and the French islands, mostly involving small craft, there were never any plans to import slaves from these islands. During the wars against the Natchez and the Chickasaw, the crown sent troop and supply ships directly from France to Louisiana. These ships stopped off in the French West Indies to pick up their return cargo to France, since few export staples could be found in Louisiana. A few small craft sailed between Louisiana and the French West Indies during the 1730s, but this traffic was fraught with difficulties Officials in St. Domingue had been informed that there was little hope that trade voyages to Louisiana would be organized from that island. . . In 1737, the king encouraged this trade by exempting goods carried between Louisiana and the French islands from customs duties for ten years. The same year, Bienville and Salmon reported that they feared that the inhabitants of the islands would abandon their trade with Louisiana in disgust, because the ship from Martinique heading for Mobile had been taken near Havana, and a ship from St. Domingue broke up on the coast of Louisiana at the Chandeleur Islands during its second voyage to Louisiana. The brigantine *la Heureuse Etoile* was carrying a cargo of mules, rice, and four Indian slaves, three females and one male, from Louisiana to Cap François in St. Domingue. It was seized by a Spanish coast guard ship and taken to Spanish Santo Domingo, where the ship and its cargo were confiscated.

Before the aforementioned shipwreck, Ellis (1981, p. 34) suggested that another marine casualty occurred as it too attempted to approach Louisiana. The details of that event follow.

In early 1735, a Spanish *belandre*, a small two-masted merchant ship was wrecked on the Chandeleur Islands. From the affidavits taken during the subsequent investigation, we learn that *La Liberte* and *Lacombe*, together with Jacques Chauvin, a blacksmith, recovered a chest of silver coins from the wreck. All of them are said to be residents of 'the other side of the lake,' meaning the north shore.

By May 1739, a Spanish vessel inbound from Campeachy reached Dauphin Island, conducted brief trading, "and proceeded to New Orleans with the cargo of salt and logwood and 3,000 piastres" (Surrey, 1916, p. 401). During January 1740, another Spanish ship "touched at the Balise . . . for trading purposes or because of bad weather" (Surrey, 1916, p. 401).

7.12 Spanish Depredations in the Gulf

Advice published in November 1750 by the London Evening Post (1750) commented that a New-York vessel "had been attack'd in the Mouth of the Gulph" by a Spanish *Guarda Costa*, before being retaken by the English. The report added that the Spaniards killed two crewmen and "had thrown aloft half her Cargo overboard." This edition further remarked that two Spanish vessels were still navigating at the same location harassing shipping (London Evening Post, 1750). Contemporary "Letters from Virginia" also mentioned that a "very leaky" Spanish ship had entered the colony "with a great Quantity of Money on board, and would be unable to proceed to its destination. This vessel was apparently the former

Indiaman *Harrington*, lately involved in West India trade after also being captured by Spaniards (LEP, 1750).

7.13 *Chariot Royal's* Louisiana 1752–1753 Campaign

The *Chariot Royal's* expedition to Louisiana commenced on 11 October 1752 at Rochefort, of which Pusch (2010, pp. 1, 7) explained was the “major center for the overseas re-supply of the French colonies in North America and the Caribbean.” Just after Christmas Day, Captain Brunolo reached his intermediate destination of Saint-Domingue. The subsequent voyage to Louisiana provides documentation of a traditional mid 18th-century route for mariners seeking to reach the Mississippi. A synopsis follows.

On January 6, 1753 . . . the *Chariot Royal* departed Cap-Français in company with another Louisiana-bound ship, the *Union* out of La Rochelle. The two sailed west toward the Windward Passage between Hispaniola and Cuba, and after parting company with the *Union* near Cuba's Punta Maisi, [Captain] Brunolo took the *Chariot Royal* south through the passage and followed the coast of Cuba as far as Cabo Cruz, From there, he sailed past the Cayman Islands and Isla de Pinos and on January 14 entered the Gulf of Mexico through the Yucatan Channel. From this point, Brunolo set a course to the north northwest, dead reckoning directly across the Gulf of Mexico with the objective of making landfall somewhere near Dauphin Island at the entrance to Mobile Bay. As it turned out, navigation to that point was quite accurate. Four days after entering the Gulf, one of the *Chariot Royals's* pilots, using data obtained from soundings, placed the ship's position to the southeast of Dauphin Island. Trusting in the pilot's conclusions, Brunolo elected not to continue on to landfall but instead turned the *Chariot Royal* west northwest toward the Chandeleur Islands. While on this, he continued to have soundings taken and before actually sighting the Chandeleurs redirected the ship's course toward the Balize, which was sighted on January 20. (Pusch, 2010, p. 10)

On Friday, 26 January 1753, the captain mentioned that he dispatched the *Chariot Royal's* launch “to raise the stream anchor that the Rhinocéros had left in the roadstead” (Pusch, 2010, p. 34). By Sunday, the vessel commenced to ascend the river, which took some nine days. In the interim, between arriving at the Balize and mooring below New Orleans “opposite the habitation of Monsieur du Breüil,” the crew communicated with bateaus, batiments, and the “governor's boat” (Pusch, 2010, pp. 33–34).

In early May 1753, in preparation to return to France the *Chariot Royal* cast off at New Orleans and descended the Mississippi followed by the brigantine *Rochefort*. On 11 May, the latter assisted with lightering the *Chariot Royal* as it reached the Balize. Details of that noteworthy process follow.

We had the *Rochefort* come alongside and embarked our cannons, twelve pièces de 3, thirty tonneaux of ballast, and a few timbers, plus, in the boat (bateau) from the city, about fifteen tonneaux of ballast. This put us at 13 feet 6 to 7 inches aft and a little more than 13 [feet] forward. The said boats being unable to take on more, it was decided that we would wait in this condition until the tide provided us enough water to proceed. Monsieur and Madame de Vaudreuil, who had remained behind us at New Orleans, came to us Saturday evening in the governor's boat and could not be saluted, our cannons having already been offloaded. (Pusch, 2010, p. 36)

On Friday, 18 May, the scribe remarked in the ship's log that a heavy anchor from the *Royal Chariot* was lost; and he speculated that it had become entangled with “a snag of submerged wood . . . for it had not been subjected to any stress at all” (Pusch, 2010, p. 36). Not wishing his crew to be distressed due to shortage of wine, on 25 May, the ship “took on a supplement of eight *barriques*” of the critical

commodity from a inbound schooner just arriving from Martinique. A transport vessel “(voiture)” bound from New Orleans arrived that day to bring “fresh food” to the stalled Chariot Royal (2010, pp. 35–36).

For weeks, the vessel remained off the Balize and was re-supplied with 20 barrels of flour, beef, and other sundries supplies. Finally, on 18 June 1753, the Chariot Royal “drifted fiercely onto Mardi Gras Point, where the captain “dropped a stream anchor in 33 fathoms, bottom of soft mud” (Pusch, 2010, p. 38). A storm ensued, and by 23 June, the French vessel was off the Dry Tortugas (2010, p. 39).

Some three years later, the rare reports coming from west of the Sabine River brought disturbing news. In 1756, intelligence related to the looming establishment of “a new presidio on the Trinity stirred up the French governor of Louisiana to revive well nigh forgotten claims to the whole of Texas” (Cox, 1906, p. 23).

7.14 Mid 18th-Century Import and Export Advice and Shipping

Shipping records related to the service of “His Majesty’s 34th Reg^t of Foot” for 1763 identified imported goods and/or vessels stationed in the northern Gulf. Manifests included medicines and stationery goods imported from Jamaica, barrels of powder, “Hand Grenadoes [sic],” Spermaceti candles, “Strouds [sic]” and calicoes for Indian gifts, scissors, “Silver Ear bobs,” kettles, razors, “14 Looking Glass’s,” saddles and bridles, “Common Beads,” rice, ribbon, rum, salt, shoes, Claret, hatchets, and a wide range of iron and brass tools, fixtures, etc. (Rowland, 1911, pp. 63–73).

Vessels stationed in the northern Gulf or those arriving or clearing included the HMS *Stag*, schooner *Betsey*, and sloop *Industry*. Farmar referred to employment of numerous “Battoes [sic]” that carried freight, baggage or personnel to local destinations (Rowland, 1911, pp. 65–74). The HMS *Patty* was mentioned during 1764 in regard to difficult navigation “off the Point at Iberville,” as such

May I presume, on this Ocassion, to beg you will take so material a Subject under your Consideration; and if you are of the same Opinion with me, and that you have any Vessel under your Command fit for this Purpose, that you be pleased to appoint her for that Service; if you have no such Vessel, I think His Majesty’ Schooner, the Patty, might be easily fitted up with your Assistance for that Purpose with four Carriage and twelve Swivle [sic] Guns, and two light grating Tops to take off and fix on (Johnstone in: (Rowland, 1911, p. 264)

An account of “the Produce of His Majesty’s Province of Louisiana” compiled by Major Robert Farmar on 24 January 1764 is shown in Figure 11. Farmar commented that no grain except Indian corn was cultivated near the coast but suggested that all kinds of “European [sic] Grain, and Grapes whereof they make Wine” were produced some “five hundred Leagues” away (Rowland, 1911, p. 31).

ACCOUNT, of the Produce of His Majesty's Province of Louisiana, that is at present known. Vizt:

Wood of several kinds but mostly Firrs, Cypress, Myrtle, Oak and Walnut near Mobile.

Deer Skins

Indico the Herb

Pitch and Tarr

Tallow and Hides

Sassafars

Some brick are made here, but not verry good

Fruit { Oranges . . . }
 { Pomegranates } Not in plenty
 { Apples }
 { Pears }
 { Peaches . . . }

Roots { Sweet Potatoes . . . } The Country will produce
 { Turneps & Radishes } these Vegetables, but they are
 { Allkinds of Garden Greens } verry scarce at present, the
 { Pulse and Artichokes . } French having neglected their
 Gardens.

Figure 11. Louisiana commodities.
Produce of Louisiana ca. January 1764 (Rowland, 1911, p. 31).

In late October 1764, Governor George Johnstone (Pensacola) wrote the British board of trade and commented on the potential of Gulf trade in this manner.

Situated as this Colony is, nothing but downright Folly can prevent a very extensive Commerce. The most material must be that of the Spanish Trade. Contiguous to Mexico, La Vera Cruz, Campeachy, Havannah, Merida, and New Orleans, is it possible to prevent Riches from flowing in to West Florida, now that New Orleans is to be ceded, and not a Power to rival us in the Bay of Mexico? (Rowland, 1911, p. 168)

Sir John Lindsay (aboard *Tartar*, Penzacola Harbour) wrote Governor Johnstone on 2 January 1765 congratulating the latter about the recent clearing of the Iberville Passage. Lindsay suggested that “Indian Traders” would “soon reap the Advantage of that Short Communication with the Mississippi” (Rowland, 1911, p. 265). Lindsay went on to agree with the governor about posting Point Iberville with British soldiers and offered the service of the sloop of war *Nautilus* to defend the troops; and to “Strike an Awe in the Indian Nations Upon the Banks of the Mississippi” (Rowland, 1911, p. 265). His description of the contemporary status of the Balize and British shipping bears mention.

The *Nautilus*, being the smallest frigate in the Squadron, I have therefore given Captain Locker orders to Get her ready for that Service; but as She Draws Thirteen feet Water, I am in some Doubt, if She will be able to go Over the Bar at the Balize. I have been inform'd, that, tho' there is only Twelve feet upon the Bar, that it is Soft, and Oozy; that Ships of a much greater Draught of Water have force their way Over; but as I can't Depend upon my Intelligence, I bet the favour you will enquire at Mobile, if a Ship, of the *Nautilus* Draught of Water, can pass it. If it proves, that the *Nautilus* is not fit for this Service, I will, with great Pleasure, concur in the proposal you make, of fitting up His Majesty's Schooner *Patty*.... (Rowland, 1911, p. 265)

A map entitled “The Entrance of the River Missisipi at Fort Balize Taken in the King’s Ship *Nautilus* in the Year 1764” [published 1779] suggested that the subject vessel did successfully navigate over the bar. (Lemmon, Magill, Wiese, & Hébert, 2003, p. 89) This prosecution proceeded despite the excessive “debris along the banks, mud flats, and channels” shown on the interesting plan. According to Lemmon, Magill, Wiese and Hébert (2003, p. 89), the chart’s “Crucial notations about soundings and currents at the mouth of the river undoubtedly sent a message to the Spanish authorities in Louisiana that the British had vital hydrographic information affecting trade and defense of the colony.”

A letter composed the next month referring to 1764 exports suggested that “not less than seven hundred thousand Skins” had been shipped from New Orleans to Great Britian. (Rowland, 1911, p. 273) An interesting story developed at the Mobile customs house during spring 1765 regarding costly spirits outbound from New Orleans. The sloop *Little Bob* was seized at Mobile during a second trip (April) arriving at that port having illegally imported five hogsheads of claret in a previous passage. A few days after the confiscation of the *Little Bob*, the sloop *James* “arrived at Mobile loaded with Wines, Brandy &c. from New Orleans, whereupon Mr. Clark [Mobile collector] did seize her (Rowland, 1911, p. 304)

A midshipman assigned to the HMS man-of-war *Prince Edward* was tasked to examine the cargo of a Spanish vessel entering the harbor of Pensacola during early summer 1765. An inspection of the unidentified ship revealed that the cargo included “Logwood from the Bay of Campeachy and assigned to Mr. James Noble.” (Rowland, 1911, p. 501)

The sensationalized story about a 1766 Florida shipwreck provided interesting details about a frequent visitor to New Orleans. On 2 January 1766, *Le Tigre* sailed from Saint Domingue bound for the Port of New Orleans under the command of Monsieur La Couture. Passengers aboard the “small merchant vessel” included the captain’s wife and son, “the brigantine’s mate, his business partner Monsieur Desclau, “his black slave, and Capitaine de Navire Pierre Viaud of Bordeaux (Fabel, 1990, p. 39). Encountering a violent storm, *Le Tigre* was blown off its course, and eventually wrecked off a sandbank at Dog Island. The harrowing and “lurid” saga, which followed was widely critiqued and discussed by such illustrious contemporaries as Bernard Romans. (Fabel, 1990, pp. 6–7) The Dutch historian was well acquainted with the vicinity of the famous shipwreck, as he also knew a member of the rescue party.

An auspicious event occurred by 1 April 1766. News reached Pensacola that “Spanish Governor Antonio D’Ullua, with Monsr Villemont Second in Command, and Ninety Spanish Soldiers” arrived at New Orleans aboard “a Frigate and Brig.” (Rowland, 1911, p. 457) In respect to outbound vessels at this date, (Gayarré, 1885, p. 116) commented that “It must not be forgotten that, by an ordinance promulgated when Spain took possession of Louisiana, in 1766, vessels from New Orleans were restricted to sail to six Spanish ports only.”

Governor Johnstone (Pensacola) wrote to M. Aubry in early July 1766 to discuss an unusual shipping issue, “Salvage for a living Soul,” related to a shipwreck off the Chandeleurs. The request stemmed from a recent episode at New Orleans first involving a Spanish frigate that “received” a runaway slave belonging to lieutenant governor Montfort Browne. With respect to the shipwreck, Johnstone informed Aubry that

That four Negroes and a Mulatto Man, (Which Mulatto had sold his Service for a Term of Years) had deserted in a Boat in order to go to new Orleans; that by a northerly wind they had been forced without the Islands; that thereafter they were drove in the greatest Distress for want of Provisions on the Chandeliers [sic] contiguous to the Balize; That three of the persons had expired under the hardships they had suffered, and the Mulato and one Negro only had survived, who had been conveyed by a Frenchman to New Orleans; That the said Frenchman had obtained an Order . . . for seventy Dollars, as Charges (including Salvage)

on the said Negro; and that the Mulatto was refused to be delivered up, on any Account what-'ever' (Rowland, 1911, p. 317).

7.15 *Nuevo Constante* Shipwreck September 1766

A significant Spanish shipwreck occurred off modern-day Cameron Parish during this era. In his outstanding work *Changing Tides, Twilight and Dawn in the Spanish Sea, 1763–1803*, Weddle (1995, p. 12) described the 1766 demise of the merchant ship *Nuevo Constante* in this manner.

On September 1 the [Spanish] fleet stood in latitude 24°40'N, near the midpoint of the Gulf, when the storm struck at eight thirty in the evening. The ships soon lost sight of each other but came together on the third. Under the continuous pounding, most lost masts and rigging. On the evening of the fourth—the same day that the hurricane devastated Presidio de San Agustín de Ahumada and Mission Nuestra Señora de la Luz on the lower Trinity River in Texas—they were separated by darkness and the storm. The merchant ship *Nuevo Constante*, captained by Julián Antonio Urculla, was leaking badly, her pumps unable to keep pace with the water that poured in around joints and seams. The artillery was jettisoned, and the ship ran before the wind, seeking the nearest land. At five o'clock on the afternoon of the fifth, *Constante* stuck in soft mud in water a fathom and a half (nine feet) deep. After waiting out the storm for two days, the more than fifty passengers and crewmen made it safely ashore and set up camp on a knoll surrounded by marshes in observed latitude 29°20'N.

7.16 Hurricanes of September and October 1766

According to Weddle (1995, p. 15) Ulloa's first year as governor was critically marred by the disastrous effect of the early September 1766 hurricane. In *Climate and Catastrophe in Cuba and the Atlantic World in the Age of Revolution*, Johnson (2011, p. 71) discussed the subject autumnal 1766 cyclones and their impact on Governor Antonio de Ulloa's controversial rule in this way.

Conditions throughout the Spanish Caribbean continued to deteriorate when two severe storms struck the western Gulf of Mexico, undermining Spanish efforts to bring order to its newly acquired colony, Louisiana. The first storm, in early September, grazed the northern Gulf Coast and finally made landfall on the Texas coast. It missed the populated areas along the Mississippi River, but it delayed construction on fortifications planned for the entrance to the river at Balista. The second hurricane, on 22 October, however, did serious damage when five Spanish convoy ships laden with the situado (subsidy) were blown off course and sank at the mouth of Mobile Bay. The collateral effects of two hurricanes drained the limited funds in Louisiana's treasury and contributed to the political instability that threatened Spanish rule.

Attempting to alleviate his subjects' near starvation status, Ulloa "authorized Baltazar Toutant Beauregard, the captain of *La Campeleon*, to sail to the French colony, Saint Domingue, with survivors from one of the shipwrecks" (Johnson S. , 2011, p. 72). This voyage was predicated on a mission to seek emergency assistance in Havana on the way. Great Britain and its American colonies reported the devastation wrought by the October 1766 hurricane. An account published by the Maryland Gazette (1767, p. 2) remarked on the storm in this way.

By Captain Henderfon, from Penfacola, we learn that a most terrible hurricane was felt there on the 22nd of October, which had done much damage as well on shore as in the harbour. That the gale began at E.S.E, was extremely violent, from a-bout 10 o'clock at night till 6 in the morning, when, the wind shifting to the W.S.W. it abated. That only four vessels rode it out, not without receiving some damage; and all the rest were driven ashore, viz. The brig Rebecca, Robert Craig, master, from this port; a brig from the bay of Honduras, belonging to Jamaica, 4 of whose hands, and the owner's son, were drowned, four schooner and one loop, all of which were entirely lost, except [sic] one of the schooners (a man of war's tender) that was likely to be got off. That the 2d in[t. his Majesty's ship the Ferret, commanded by Capt. Murray, came in there from a cruize, entirely dismast[ed]: And that five very rich Spanish galleons, from La Vera Cruz, bound for Havanna and Old Spain, were drove on shore in the Bay of St. Bernard, W. and S. of Penfacola, some time before the hurricane of the 22d of October, tow whose relief a vessel had been sent from New-Orleans, but was supposed to be lost; whereupon the Adventure man of war, commanded by Capt. Fitzherbert, sailed from Penfacola the 11th of November, to give them all possible assistance.

Some brief optimism in the colony was temporarily restored when the *Postillón de Mexico*, arrived in Louisiana on 15 March 1767. However, the Spanish mail boat did not bring essential monies to counter the economic crisis, but help, some 60,000 pesos, would arrive three months later (Johnson S. , 2011, p. 72). By December 1768

. . . a French merchant frigate sailed into Havana bay carrying unexpected visitors and unwelcome news: aboard was the governor of Louisiana, Ulloa, his retinue, and several Spanish soldiers who had been forced out of Louisiana by mob of rebellious French inhabitants on 29 October The following spring, Spain's most celebrated general, Alejandro O'Reilly, whose authoritarian demeanor was well known, returned to Cuba. He stopped in Havana long enough to put together a military expedition of more than 2,000 soldiers to crush the rebellion in New Orleans. (Johnson S., 2011, p. 90)

The shocking news of the repulse reached London papers in early January 1769 after a mariner entered an American port and related the story of Ulloa's dramatic ouster. At that time, British readers were told that

Capt. Hammond arrived here [New York] last Saturday in 17 days from New-Orleans, and gives us the following account, viz. That on the beginning of November, the French inhabitants of the country part of that place, came into the city armed, where they were immediately joined by all their countrymen there (Penny Post, 1769, p. 4).

7.17 Hurricane of 30 August 1772

In *Changing Tides: Twilight and Dawn in the Spanish Sea, 1763–1803*, Weddle (1995, p. 56) commented on the subject hurricane in this way.

Describing the passages through Breton and Chandeleur sounds, Romans says the Chandeleur Islands had been only two until the hurricane of August 30–September 3, 1772, had cut them up. Thomas Hutchins, in the Chandeleurs to rescue the schooner *Mercury* following the hurricane, had counted five islands, the same as [Surveyor] George Gauld had reported in 1768.

Bernard Romans's description of the violent 18th-century storm engaged popular and professional readers well into the 19th-century. A reprint of his work published by *The Philadelphia Medical and Physical Journal* is presented as Appendix A. The dramatic story of the *Mercury*'s rescue follows.

Departing Pensacola on 21 August 1772, Captain Edward Wild set out for Fort Charlotte [Mobile] along with 16 British soldiers aboard the refurbished merchant vessel *Mercury*. After anchoring off Santa Rosa Island for the evening, the *Mercury* tacked westward along the coastline. On Sunday, 23 August, Wild reached the bar outside Mobile Bay but was frustrated for seven days in that position due to “squalls, heavy winds, and swells” (Rea, 1990, p. 56). By 31 August, Wild managed to reach Ship Island in order to obtain fresh water but the vessel was soon blown in a westerly direction grounding on one of the Samphire Islands [possibly modern Holmes Islands] off Louisiana. On 23 September 1772, Brigadier General Frederick Haldimand “ordered Lieutenant [Thomas] Hutchins, whose eye for coastal observation was well-established, to take out a boat and search the beaches . . . west of Mobile in order to establish the fate of *Mercury* and her men” (Rea, 1990, p. 58).

By this date, the marooned British soldiers had been shipwrecked for nearly three weeks and were facing certain death due to a lack of potable water. Hutchins immediately sailed toward Mobile aboard the “undecked schooner *Elizabeth*” and then onto Biloxi Bay, where he learned from a group of Frenchmen that “a small boat” had been found on the Chandeleurs. On 29 August, Hutchins “surveyed Ship and Cat islands, discovering that both had been inundated to a depth of at least ten feet, and all houses had been swept away” (Rea, 1990, p. 58). Old timers related that the storm was the worst in some 50 years; and witnesses reported that one Chandeleur cay was washed away, and its former site was submerged 10 to 15 feet (Rea, 1990, p. 58).

Hutchins' reconnoiter of the barrier islands eventually brought the *Elizabeth* to the Samphire islands where he found and rescued the shipwrecked *Mercury*'s starving crew. Eight men were left at that desolate site with provisions to guard the *Mercury*, and Hutchins transported Wild and 13 soldiers back to Pensacola. Subsequently, Wild returned to the Samphires aboard the *Warwickshire Wag* by 19 October followed by Hutchins in the *Elizabeth* some days later. Yet another expedition force aboard His Majesty's Ship (HMS) *Carysfort* joined the laborious exercise to refloat the *Mercury* using the Free Mason isles as a “base of operations” (Rea, 1990, p. 59; Figure 12). Some years later, Hutchins published *An Historical Narrative And Topographical Description Of Louisiana And West-Florida*, which remained the authoritative reference for the Chandeleur Islands for decades. The subject pages are presented as Appendix B.

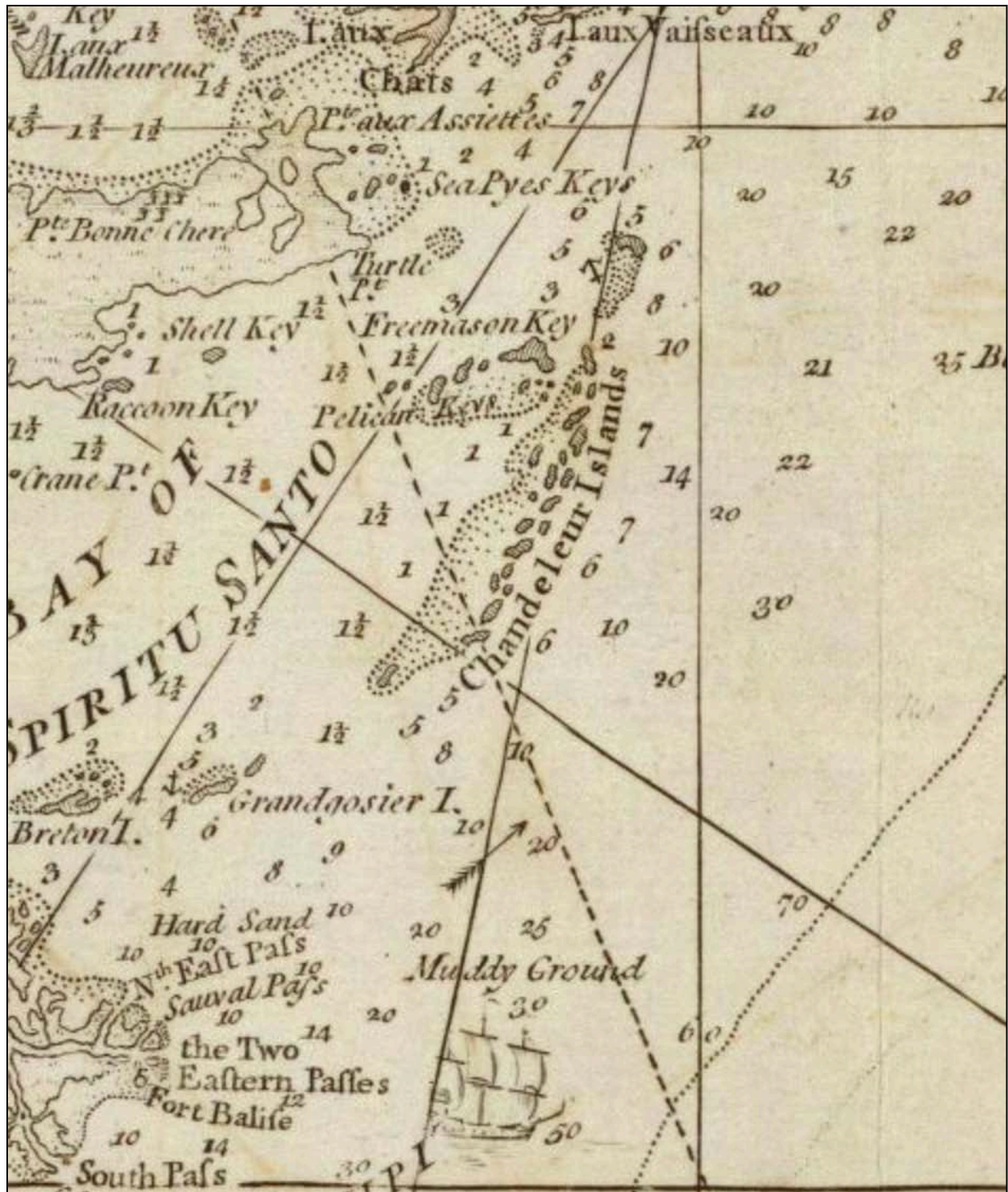


Figure 12. Detail of Thomas Jefferys' 1775 chart entitled "The Coast of West Florida and Louisiana".
 (Courtesy of David Rumsey Map Collection.)

A surprising trade developed in the aftermath of another powerful storm that struck the region during 1776. In this case, serious flooding disrupted commerce in New Orleans. In his capacity as the colony's latest governor, Bernardo de Gálvez "initiated direct contact with Philadelphia via Robert Morris's agents;" New Orleans shippers François DePlessis and Oliver Pollock (Johnson S. , 2011, p. 137). By late spring 1777, "commercial relations between New Orleans and Philadelphia were solidified when a packetboat under the command of Bartoleme Toutant Beauregard sailed northward to purchase flour and to gather news of the rebellion [The American Revolution]" (Johnson S. , 2011, p. 137).

7.18 The American Revolution Period (1776–1783)

Maritime research devoted to the American Revolution (AR) focused on the series *Documents of the American Revolution, 1770-1783* ([Great Britain] Colonial Office [CO], 21 vols., 1972–1981), and the 12-volume *Naval Documents of the American Revolution* (Naval Historical Center 1964–2005; Naval History and Heritage Command [NHHHC] 2008, 2012). Owing to the massive volume of material presented in these two primary sources, attention centered only on Naval (American, British, French and Spanish) affairs and commercial shipping in the vicinity of the Chandeleurs and Ship Shoal Island, Admiralty correspondence, and any shipwreck and casualty references.

A secondary source entitled *Spain's Louisiana Patriots in its 1779–1783 War with England during the American Revolution* (Hough & Hough, 2000) contributed to research objectives. In this work, the authors accessed primary sources exclusively archived at Tulane University Library. Historical records held by sister organizations Sons of the American Revolution and Daughters of the American Revolution were also studied. Hough and Hough (2000, p. iii) focused on "Spanish soldiers, mariners, and volunteers who constituted the bulk of the forces involved," instead of the customary attention to Louisiana units/individuals. The strength of the subject work is that by identifying "soldiers, sailors, or other patriots" serving under Governor Bernardo Gálvez, unknown maritime events might be uncovered.

"Spain in the West During the American Revolution, 1775-1783" contributed to the study of the conflict. Dempsey's (1943) master's thesis revealed relevant shipwreck data and clarified Spanish involvement vis-à-vis regional shipping. Per Dempsey (1943, pp. 24–25).

Even before the appointment of Gálvez the Spanish ports along the Mississippi had become centers of intrigues against the British in the war which the latter were waging with their American Colonists. The Spaniards' first military aid in the West began in September, 1776, shortly after the time [George] Washington and his men had been badly defeated at Brooklyn Heights. At that time Oliver Pollock [New Orleans elite] was given permission by the Spanish Governor Unzaga to purchase 10,000 pounds of powder in New Orleans. Mr. Pollock was an Irish immigrant who had grown wealthy in the West Indies trade and who proved to be a great promoter of the Colonial cause.

Dempsey (1943, p. 31) did reference the "terrible storm" of 18 August 1779 which "visited the lower Mississippi region and caused a vast amount of destruction" just as Gálvez planned to wage a preemptive attack on the British on 22 August. "All the ships that Galvez had gathered at New Orleans except the El Volante were sunk," however

Boats not damaged by the hurricane were ordered to New Orleans, while one schooner and three gun boats were raised from the river. These were filled with supplies and ammunition, and the artillery, which consisted of one twenty-four, five eighteen, and four-four pounders, were loaded aboard. (Dempsey, 1943, pp. 31-32)

Summer 1779 proved to be favorable in regard to Spanish naval activity "in the lower Mississippi and the lakes," and for the Americans too, as an "American schooner which had been fitted out at New Orleans

captured a superior equipped [sic] British privateer in Lake Pontchartrain” (Dempsey, 1943, p. 37). “Near Galveston, Spanish gun boats took over three schooners and a small brig which was returning to Pensacola . . . and two cutters that were loaded with provisions [from Pensacola] . . . coming through the lakes to relieve British ports” according to Dempsey (1943, p. 37).

Overall, in just that season, the Spanish seized eight vessels, three forts, and “556 regulars, along with a great number of sailors, militiamen and free blacks” (Dempsey, 1943, p. 37). Stinchcombe (1995, p. 202) suggested that the conflict between Great Britain and her rebellious Colonists impacted commerce on a broad scale in this way. In particular it

. . . changed the international situation of the Caribbean, for after independence the North Americans completed their near-replacement of both the Dutch and the English as the central ‘interlopers,’ or smugglers, of the Caribbean The North Americans could get goods to the Caribbean more cheaply than could either the British or the Dutch; Boston, New York, and New Orleans replaced Curaçao, St. Thomas, and Kingston as the centers of free trade.

In fact, during the war, some historians speculated that “many provisions were 50 percent cheaper when not bought from France . . . [and] even slaves were apparently about 30 percent cheaper from North American merchants.” (Stinchcombe, 1995, p. 202) Within five years of the cessation of the war, Louisiana was placed

. . . on the same footing with the [Spanish] king’s more favored colonies, and opened to her vessels [from] any of the ports of the Peninsula to which the commerce of the Indies was permitted. Furthermore, the exportation of furs and peltries from Louisiana was, at the same time, encouraged by an exemption from duty for a period of ten years, and it was only on their re-exportation from Spain that the ordinary duty was to be paid. (Gayarré, 1885, p. 116)

7.19 Great Conflagration on New Orleans 21 March 1788

In the aftermath of the devastating fire (Rojas, L. A. , 1788) that swept New Orleans on 21 March 1788 (Figure 13), a relevant dispatch confirmed that the French were perhaps gaining ground over their principal European nemesis in the region due largely to a more favorable maritime intercourse opportunity. Previously, over the course of many years, the British had fared rather well but the abrupt wretched change in circumstances now “entirely ruined” trade with Louisiana. (Gayarré, 1885, p. 117) A dispatch dated 18 July 1778 remarked of this distressing state of affairs in this way.

The British Flag has not appeared in this river [Mississippi] for more than three months, or, at least, it is only to be seen flying at the mast-head of a frigate destined to protect the Manchac settlement. The duties to be paid by our ships, on their coming here, are reduced every day, because the Spaniards are made more tractable by the need in which they stand of our commerce. Finally, the whole trade of the Mississippi is now in our hands. (Villars and Favre d’ Aunoy quoted in Gayarré, 1885, p. 117)

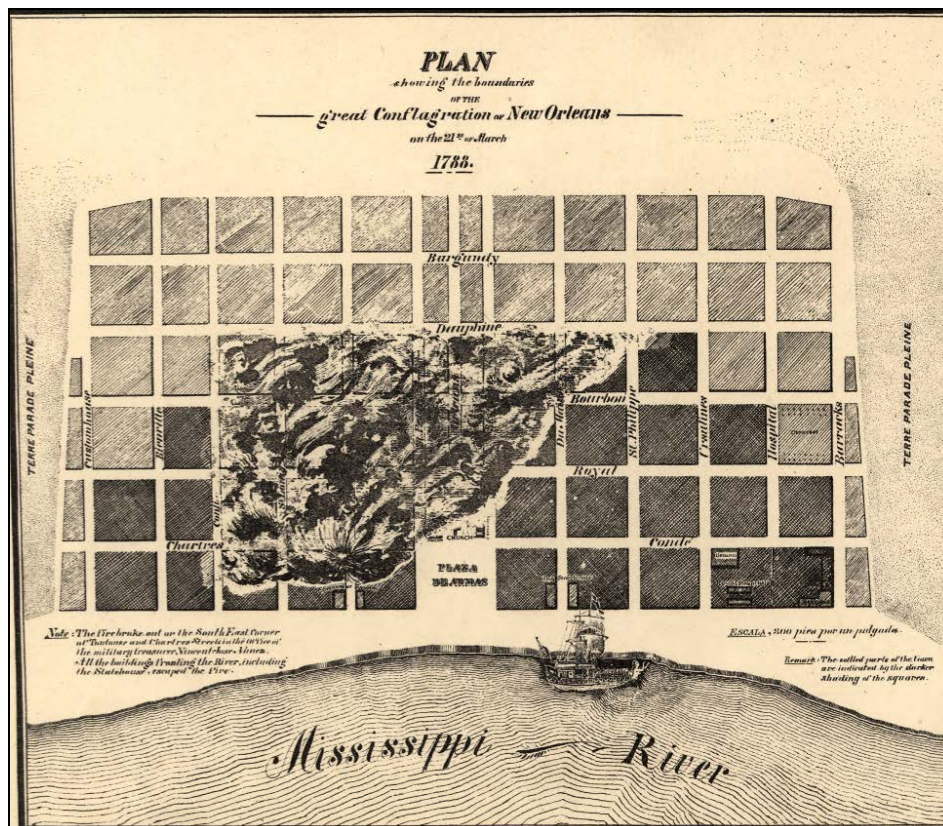


Figure 13. March 1788 map of New Orleans. "PLAN showing the boundaries Of THE—great Conflagration Of New Orleans—on the 21st Of March 1788". (Courtesy of LOC.)

7.20 Canary Islanders Migration (1778–1783)

The dramatic migration of Canary Islanders to the Gulf region, which commenced July 1778 was described by Louisiana historian Charles Gayarré's (1885, pp. 115–116) in this manner.

The province was reviving under the healthful influence of the extension of its commercial franchises, when it received a considerable accession to its population by the arrival of a number of families, transported to Louisiana from the Canary Islands, at the king's expense. Some of them, under the command of Marigny de Mandevell, settled at *Terre aux Bœufs*, on a tract of land now included in the parish of St. Bernard; others, under the guidance of St. Maxent, located themselves near Bayou Manchac, at about twenty-four miles from the town of Baton Rouge, where they established a village which they called Galvezton; the rest formed that of Venezuela, on Bayou Lafourche. The government carried its parental solicitude so far as to build a house for each family, and a church for each settlement. These emigrants were very poor, and were supplies with cattle, fowls and farming utensils; rations were furnished them for a period of four years, out of the king's stores, and considerable pecuniary assistance was afforded to them. Their descendants are now known under the name of *Islingues*, which is derived from the Spanish word, *Isleños*, meaning islanders.

This exodus significantly impacted the cultural and maritime history of what is now St. Bernard Parish and the subject was treated comprehensively by scholars that included (Villeré, 1972), (Din, 1999), (Hickey J., 2004), and (Perez S., 2011). Germane sources such as *Los canarios en América* (La Prensa, 1936) were reviewed among many digital offerings of the Universidad de las Palmas de Gran Canaria, Biblioteca Universitaria. Roman Catholic sacramental records of the Archdiocese of New Orleans revealed details about *Isleños* that immigrated to late 18th-century Louisiana.

A survey of one volume compiled by Reverend Monsignor Woods and Nolan (1991, p. xviii) identified many resilient Canarians that settled in St. Bernard Parish but also “. . . reflect[ed] the many nationalities found in the Louisiana colony [showing that] New Orleans continued to be a cosmopolitan city where people from many nations and races mixed.” In their study of the “Spanish Borderlands,” Hough and Hough (2000, p. 4) suggested that the first embarkation took place on 10 July 1778. Archival documents verified that the packet boat *Santísimo Sacramento* first transported some 125 “recruits” to Louisiana.

As New Year 1779 commenced, Governor Gálvez informed his cabinet that 499 Canary Islanders had arrived in the colony. These emigrant groups received considerable enticements to settle in Louisiana such as land, cattle, rations and pecuniary aid. Per Gálvez, these newcomers

. . . were transported to the district of the Attakapas . . . and formed, on Bayou Teche, a settlement then called New Iberia. They attempted the cultivation of flax and hemp, but without success; and most of them abandoned agricultural pursuits, to confine their industry entirely to the raising of cattle, to which they were naturally invited by the luxuriant and boundless prairies that surrounded them on every side. (Gayarré, 1885, p. 120)

7.21 Spanish Reconnaissance of the Littoral of the Gulf

In 1783, Governor Gálvez ordered Biscay native Jose Antonio de Evia to explore the Gulf coast from Florida to the port of Tampico. “After a false start that year, he set sail in 1785 with two goletas named the *Grande* and *Chica Besana*, reaching the mouth of the Lower Atchafalaya in mid-June. He called this waterway ‘the Rio Chafalaya, or Tech,’ for like many at the time Evia regarded them as synonymous . . . (Bernard S. K., 2016)

7.22 Late 18th-Century River and Foreign Maritime Trade

Colonials and historians suggested that if Spanish restrictions on maritime commerce had been rigidly enforced [with just Spain], the province would have evolved into an economic “desert” (Gayarré, 1885, p. 185). However, Colonial officials “winked at its infractions, and, for some time, a lucrative trade” was carried out on the river and surprisingly “and principally” with the City of Philadelphia (Gayarré, 1885, p. 185). Therefore,

Alive to the policy of increasing the population of Louisiana, Governor Mirò somewhat relaxed the restrictions upon the river trade, reduced the transit duties, and encouraged emigration from the west to the Spanish possessions on the Mississippi, particularly to the parishes of West Florida. He therefore granted permission to a number of American families to settle in Louisiana, and to introduce the utensils, effects and provisions of which they might stand in need, except brandy and sugar, on their paying a duty of six per cent. (Gayarré, 1885, p. 185)

In the midst of these considerations, a shortfall of funds prompted then Governor Mirò to ascertain during 1787 just how many Acadian immigrants had arrived in the colony. The subsequent census verified that 1,587 Acadians resided in Louisiana (Gayarré, 1885, p. 185). After Spain acquired New Orleans and all French territory west of the Mississippi (1762 Treaty of Fountainbleau), Acadians wrested from Nova Scotia were aggressively courted.

Many of these disaffected French Canadians settled along Bayou Lafourche, preferring the remote location in order to preserve their unique traditions (Goodwin, et al., 1998, p. 61). Tradition suggests that Terrebonne Parish received its name from these settlers; as the French word means “the good earth.” Acadians used the natural resources of the region through fishing, trapping and hunting. The swampland also offered timber such as cypress for shipbuilding and domestic construction of homes and fences. Canals were cut through the marshes for drainage and to provide access to navigable waterways for shipping goods to New Orleans (Goodwin, et al., 1998, p. 62).

7.23 Royal Coastal Surveys

The Spanish also ventured into Louisiana swamps to promote settlements and to explore the coastal bays, bayous, and the vast “trembling prairie.” In mid-June 1779, Francisco Bouligny tasked two groups of veteran pilots to reconnoiter specific portions of the coast. Traveling the same route in reverse, one expedition used a large pirogue while its counterpart chose a felucca (single-mast, flat bottomed sailing vessel) (Weddle R. S., 1995, pp. 91–93). One survey journal survived, and some historians speculate whether both expeditions were actually carried out (Weddle R. S., 1995, p. 99). The extant log related these details,

Shoving off from the bank of Bayou Teche at six thirty in the morning, the expedition coursed through the bay past the Isle des Chaines (Chêne), then cruised down the Atchafalaya to the Gulf. Passing Four-League Bay and Oyster Bayou—according to compass directions given in the journal—they sailed along the coast, registering Bayou du Large and the mouths of several creeks flowing out of Caillou Lake. The journal refers to one of these as Riviere Acayou (Caillou). After entering the lake through one of these channels, the pathfinders emerged again into the sea and at the end of the second day reached some islands called Des Ciriers (Deneieres). (Weddle R. S., 1995, p. 98)

Outlying islands “inclosing” Terrebonne and Caillou bays were considered for settlement by experienced seamen in the late 18th century. On 3 October 1787, Joseph and James Neris submitted a petition to “Senor Gobernador General” Estevan Mirò for permission to settle Caillou Island. The correspondence stated

Joseph and James Neris, brothers, neighbors and inhabitants of this province, with due respect, present themselves and say that they desire to form a settlement on it, the object of which is to work and reside there. We have deserved that you concede to this effect a small island, commonly called “Lile a Cayou,” measuring about three-fourths of a league, situated at the north of the Bayou Terrebonne, surrounded by the sea. Observing to Your Excellencies that the said island is of very little importance, being entirely composed of sand and able to serve only as a farm for cattle and other animals, being much in demand by those adjacent to it, but adjudicated to none. We hope for this concession, justified by the distribution which you direct. (Joseph and James Neris Petition as transcribed by Cusachs in: *Louisiana Historical Quarterly*, 1919, p. 304)

In late February 1788, state registrar Carlos Trudeau duly recorded the governor's affirmative response to the Neris brothers. In the official *Order of Survey*, Mirò requested that the provincial land surveyor should

. . . establish the petitioners on the island called "Lile a Cayou" . . . it being unoccupied and causing prejudice to none, with the distinct conditions of making a road and the regular clearing within the determined limit of a year and of forfeiting his claim if one-third of the land is not established at the expiration of this space of time, the concessionist [sic] having no right to transfer same, to be extended and a title in form to be remitted to prove right of whom it concerns. (Order of Survey as transcribed by Cusachs in: (Louisiana Historical Quarterly, 1919, pp. 304-305))

7.24 Maritime Transactions Related to James Wilkinson's Filibustering

In 1787, flamboyant General James Wilkinson "made his first visit to New Orleans" where he was favorably introduced to the governor "and other officers of the Spanish Government" (Daniel Clarke quoted in: Lowrie & Franklin, 1834, p. 111). A witness (and civil servant to the latter group) to these meetings later commented that

In the succeeding year, 1788, much sensation was excited by the report of his having entered into some arrangements with the Government of Louisiana to separate the Western country from the United States; and this report acquired great credit upon his second visit to New Orleans in 1789 The general project was, the severance of the Western country from the United States, and the establishment of a separate Government, in the alliance and under the protection of Spain. In effecting this, Spain was to furnish money and arms; and the minds of the Western people were to be seduced and brought over to the project, by liberal advantages resulting from it, to be held out by Spain. The trade of the Mississippi was to be rendered free, the port of New Orleans to be opened to them, and a free commerce allowed in the productions of the new Government with Spain, and her West India islands. (Daniel Clarke quoted in Lowrie & Franklin, 1834, p. 111)

In his capacity as secretary in the Spanish state papers depository, Daniel Clarke archived numerous documents identifying contemporary shipping related to General Wilkinson's dubious affairs in the Crescent City. An early marine venture funded by the general's *Spanish* pension involved "a Mr. La Cassagne" aboard an unknown vessel ["embarked by a special permission"] that cleared New Orleans for Philadelphia ca. 1793. By 1794, "friends and agents of General Wilkinson" known as "Owens and Collins" arrived at New Orleans to execute other elements of "the project of dismemberment" (Clarke quoted in: (Lowrie & Franklin, 1834, p. 111). Owens was murdered as he ascended the Mississippi with \$6,000, and this untimely event prompted Collins

. . . to fit out a small vessel in the port of New Orleans, in order to proceed to some port in the Atlantic States; but she was destroyed by the hurricane of the month of August, 1794. He then fitted out a small vessel in the bayou St. John, and shipped in her at least eleven thousand dollars, which he took round to Charleston. The shipment was made under such peculiar circumstances that it became known to many (Daniel Clarke quoted in: (Lowrie & Franklin, 1834, p. 111)

Other problematic voyages associated with the "Western country scheme" included that of the brig *Gayoso*, which transported a Spanish subject named "Po living in Louisiana and a "Judge Sebastian" from New Orleans to Philadelphia. This vessel was "consigned" to Spanish government secretary Daniel Clarke and carried \$4000 to fund linked activities in Pennsylvania. Deposited by a U.S. War Department tribunal years later about the "Wilkinson Affair," Clarke testified under oath about numerous intrigues

attributed to the American general (Lowrie and Franklin, 1834, p. 111). Court martial proceedings later directed at Wilkinson confirmed that very unusual and controversial cargoes were transported to New Orleans and Mobile for the disgraced general.

7.25 Late 18th-century Shipping

As a consequence of studying sacramental entries linked to christenings, marriage and death, Woods and Nolan (Woods and Nolan, 1991, pp. 8, 38, 57, 126, 137, 162, 189, 202, 240, 256) infrequently identified occupations that alluded to mid to late 18th-century Louisiana shipping. Death records that mentioned maritime details are listed here:

- Juan Magahix (“sailor on the American ship Meri”), a Cadiz native serving on “one of the French privateer ships,”
- Quernabaca native Manuel Origuela dying as prisoner aboard Royal ship,
- Catalonia native Felciano Rivas (carpenter aboard *San Francisco Xavier*, from port of Vera Cruz),
- Jose Arviso Sandunga (a native of Cadiz, Spain who had emigrated from Havana as a sailor “but here took up the profession of fisherman),”
- “BRUNET [,] Francisco, native of Versailles in the Kingdom of France, in charge of the Government House, reportedly a sailor on the frigate *Mississippi*,”
- “CHRISTIANO [,] Juan, native of Sweden, came here as a sailor 8 or 9 years ago [ca. 1780], 40 yr., employed by Pedro GUINEAU, baker,”
- Sailor Juan Fort (native of Dublin),
- Sailor Jose Goff (native of Nantes, Joseph Thomas Gomes (“35 yr., cabin boy on the *Paula*”),
- Juan Bautista Ladurante (“native of Quebec, sailor on the galley *Filipa*”),
- Miguel Moreno (“native of Puerto Real, sailor on Galley *Filipa*”),
- “SOLA [,] Antonio, native of town of Los Angeles in the Kingdom of Mexico . . . reportedly a discharged galley slave from Pensacola,” and
- Josef Rodriguez “native of Puerto del Bargoero, Diocese of Mondanedo, jurisdiction of Vibero, 30 yr., artilleryman of the packet boat of His Majesty, *El Borja*.”

Specific references to individuals associated with late 18th-century Saint Bernard Parish [created within Orleans Parish April 1807] society included: a presumably Anglican “pastor” named Joseph Fich; marriage between Lucia Bictoria Bura to Domingo Ragas at the St. Bernard parish home of Luis Colet; marriage of Maria Colet to Pedro Bura “at groom’s home in St. Bernard Parish;” death of “Father Jose, O.F.M. Capuchin, of the province of Castille, past of St. Bernard Church;” death of “Honrato, native of Acadia, resident of St. Bernard Parish;” and mention of St. Bernard Parish home of Joseph Chapron (Woods and Nolan, 1991, pp. 7, 39, 60, 93, 104, 155). Abundant references to native Canarians then living in St. Bernard Parish and in other Louisiana jurisdictions were provided in the same study.

7.26 The Saint-Domingue Slave Revolt

The “Journaux de Sainte-Domingue” (Menier and Debien, 1949, p. 425) identified the great number and range of publications printed on the island before, during, and after its volatile late 18th-century social upheaval. The authors remarked that “un grande nombre de planteurs” sought refuge in American cities and other locations on the continent [especially Louisiana] when in June 1793 the consequences of “l’incendie de la ville et la guerre civile et de couleur eurent” proved impossible to overcome (Menier and Debien, 1949, p. 425).

To the extent that was possible, some referenced journals were consulted regarding shipping to and from Louisiana, goods and passengers carried to New Orleans and other ports of interest, and any maritime casualties that could be associated with the project areas. As previously mentioned in this report, numerous online issues of *Affiches Américaines* and *Gazette de S. Domingue* were reviewed in the Digital Library of the Caribbean.

The “Remember Haiti” exhibit presented by The John Carter Brown Library prompted the author’s attention to a very rare 1791 volume [six months] of the *Gazette de Saint-Domingue*. This searchable online document commences with “No. 44 . . . Du Mercredi premier Juin 1791” issue and concludes with the “Supplement, No. 55 . . . Du Samedi 19 Novembre 1791” issue. No shipwreck references appeared to be linked to the project areas. However, the journals’ meticulous attention to vessel arrivals and departures verify historical passages and could support future relevant Gulf research.

7.27 The Quasi-War (7 July 1798–30 September 1800)

In “The Quasi-War: America’s First Limited War,” Hickey (2008, p. 67) succinctly described the referenced “undeclared naval war with France” in this way.

The contest was doubly limited in that both the end and the means were carefully circumscribed. The end was simply to force France to call off its war on American commerce and to resume normal relations. The means employed was reprisals at sea. American warships and armed merchantmen were authorized to attack armed cruisers, which were preying upon American commerce off the coast, in the Caribbean, and in other seas as well. The war was remarkably successful for the United States, demonstrating that, given the right circumstances, a second-rate power in the late eighteenth century could force a great power to change its policies, even during the fiercely-contested and ideologically-charged French Revolutionary and Napoleonic Wars.

The obvious lack of an American navy prompted lawmakers to appropriate monies to complete and arm three frigates on the ways “and for building and equipping three additional frigates” (Hickey, 2008, p. 71). Approval was also granted for President Adams to acquire at least 12 “smaller warships (armed with up to 22 guns each) and to increase the manpower on revenue cutters” (Hickey, 2008, p. 71). That last strategy assured that existing cutters would be effective on the high seas. At the onset of the conflict, “marines” were employed on some American cutters but “Congress also re-established the Marine Corps to provide musketeers and guards for the nation’s warships” (Hickey, 2008, p. 71).

With broad support from many political factions and the public, “Congress provided for the acquisition of ten galleys, appropriated money for coastal fortifications . . . [and] created the Navy Department” (Hickey, 2008, pp. 71–72). A deliberate calculation by Federalists to circumvent interference by “the incompetent secretary of war” was rewarded further when President Adams selected “the nation’s first secretary of the navy, Benjamin Stoddert” (Hickey, 2008, p. 72). Soon thereafter, Federal monies were set aside for “six ships-of-the-line of at least 74 guns and six sloops-of-war of 18 guns,” timber for more warships, and at least two new marine repair docks (Hickey, 2008, p. 72).

Over the course of the conflict, the “United States commissioned 49 warships” that included fourteen frigates, eleven smaller ships, two sloops, four brigs, three schooners, eight revenue cutters and seven galleys (Hickey, 2008, pp. 73–74). The zenith of American navy prowess “peaked in August of 1800, when it had 32 ships, 22 of which were operating in the Caribbean” (Hickey, 2008, p. 73). Before the Quasi-War ended, nascent American marines captured two French warships *l’Insurgente* and *le Berceau*, 82 French privateers, “and recaptured some 70 merchant vessels” (Hickey, 2008, p. 74).

Hickey (Hickey, 2008, p. 74) stressed that armed American merchantmen “played a particularly important role” in that 452 were armed for defense during the first year of the conflict. From 1799 to 1801 this class

of light-armed, light-manned vessels “soared to 933” (Hickey, 2008, p. 74). An examination of 365 vessels’ complements confirmed “that they averaged 182.7 tons and carried an average of 7.5 guns and 18.8 crewmen” (Hickey, 2008, p. 74).

During the maritime conflict, the U.S. Congress “suspended trade with France and its dependencies,” however, President John Adams (elected 1797) “modified the general ban to allow trade” with Saint-Domingue (referred to as Haiti or Hayti ca. 1804). Former slaves who had cast off French authority with the aid of charismatic Toussaint Louverture “were eager to reopen trade with the United States” (Hickey, 2008, p. 71). In late December 1800, a receipt for luxury goods acquired at St. Domingue for the “Hospital department on Board the U.S. Frigate *Congress*” confirmed this cordiality. USN surgeon Samuel Marshall remarked that he had

Received from Henry Hammond Esqr Navy Agent at Cape Francois, One hundred Seventy one & half pounds, white Sugar Twenty pounds raisins, Twelve pounds Chocolate, Twelve pounds Sage-Two hundred forty Nine pounds brown Sugar. Six dozen phials-four & half dozen fowls-one barrel lime-and 3 bags. (Office of Naval Records and Library Navy Department, 1938, p. 50)

In the same location, and aboard the US frigate *Constitution*, a sailor commented on the severe September hurricane that had impacted navy and commercial vessels. An extract of his letter later published by the Newport, Rhode Island Mercury & N.E. Palladium commented that

The Scammel was in a server [sic] gale on the coast in coming out-cut away her anchors and threw two guns overboard. We fear the Insurgent and Pickering suffered in the gale. The former was spoken in lat. 32. There are now on the St. Domingo station, the Constitution, Congress, Adams, Augusta, Richmond and Trumbull. (Office of Naval Records and Library Navy Department, 1938, pp. 53–54)

By most extant accounts of the history of The Quasi-War, the 148-foot, 36-gun frigate *Insurgent* and 58-foot, 14-gun revenue cutter *Pickering* both disappeared during the September gale, and were the only U.S. losses due to shipwreck (Office of Naval Records and Library Navy Department, 1938, pp. 368-369). Confirmed Quasi-War era shipping associated with the Port of New Orleans included the outbound armed-schooner *Dolphin* that was captured 5 August 1799 off the mouth of the Mississippi by a French privateer. At the time of its capture, the commissioned (3 May 1799) private vessel was commanded by Captain Johnson and was registered at the Port of Newburyport, Massachusetts. After some interval passed, the *Dolphin* was recaptured by an American (Office of Naval Records and Library Navy Department, 1938, p. 391). Registered in Alexandria, Virginia, the armed merchantman *Hannah* arrived in New Orleans on 23 May 1799 and was “chased en route by two French privateers. The ship, commanded by a “Small” and “Stephens,” sailed from Belle Isle, Louisiana to Alexandria on 3 December 1799 (Office of Naval Records and Library Navy Department, 1938, p. 402).

The *General Washington* sailed from Philadelphia to New Orleans during 1799, and possibly returned to the Pennsylvania port by late October 1799. Built in 1790 for owner Daniel W. Coxe, this 252-ton, 16-gun ship was commanded by Samuel B. Davis (Office of Naval Records and Library Navy Department, 1938, p. 400). Another vessel owned by Daniel Coxe, the 260-ton *Mars*, sailed to New Orleans from its Philadelphia port of registry in the same period and returned to Pennsylvania on 11 October 1799. Built in 1795, the ship carried 16 six-pounders and was commanded by Richard George during this passage (Office of Naval Records and Library Navy Department, 1938, p. 412). The outbound schooner *Bellona* reached New York on 30 December 1799 after a 25-day passage originating at the Crescent City (Office of Naval Records and Library Navy Department, 1938, p. 383).

7.28 Maritime Related Entries, Colonial *Black Books* (1717–1799)

A review of the “Black Books” [translated from French and Spanish documents] archived by the LSM Historical Center revealed interesting and rare references to Colonial shipping. Due to the succinct nature of the abstracts, relevant data is just listed by book number, type of notarial transaction and by official “opening” date [if discernable]. As previously mentioned, digital versions of the Black Books are available for viewing. For the purposes of this document, abstracts dated from 1613 to early 1717 related to non-shipping matters were not included. Select issues and items are presented in this document to identify Colonial vessels, casualties, and cargoes.

7.28.1 *Black Book*, 1613–1722

- Succession-17 October 1717; succession of Sr. Delauze, Captain of Marines at Dauphine Island inventory of possessions at time of death; “bed, bedding, 4 kegs of flour, 3 kegs of brandy, a barrel of shot and a barrel of powder, 12 large axes, a barrel of sugar, a sack of wheat, wearing apparel and cooking utensils . . . bolts of linen, quantities of knives and scissors, silverware, a watch, a lieutenant’s commission” [signed by King of France]; tobacco, pepper, soap, candle molds, chinaware, pewter plates, liquor, and “A gun.”
- Certificate-12 September 1722; certified report by “Louis Tixerant, In His Capacity Of Storekeeper Of The Company Of The Indies” attesting to the “damages caused by storm to the store building, merchandise in store and boats of the company at Fort Louis [Biloxi].”
- Certificate-29 September 1722; “Guardian” Louis Tixerant’s additional report attesting to “damages to said store and to shipping” from storm.
- Criminal Suit-17 November to 23 December 1722; murder by “gun,” subsequent fleeing of the alleged murderer to New Orleans via pirogue from Cat Island.

7.28.2 *Black Book*, January 1723–December 1723

- Interrogation-29 July 1723; “Marine Abduction Plot;” “Examination of Marin Lafontaine, soldier in Louboy’s Company, about 18 years of age, native of Versailles, in regard to a reported plot to make off to Carolina with the boat Ste. Elizabeth, commanded by Pierre Deumale.”
- Letter-29 July 1723; “Commander de Louboy writes from Fort Louis, Biloxi, to Monsieur de Bienville concerning the timely discovered plot of Caron and others to make off to Carolina with Pierre Dumale’s (Domalle) boat. The ringleaders are sent under guard to New Orleans. Not all the plotters have been seized, as there are no prison quarters to hold them.”
- Petition-8 November 1723; death of De La Tour/incoming French “steamer.”
- Note-2 December 1723-reference to “negro” slave being present in the province and that subject “Songot” had been transported from Martinique.
- Sale-4 December 1723; “Sale of boat by Dreux brothers to Bordier and Blanchard for the sum of sixteen hundred livres eight hundred cash at time of delivery.”

- Criminal Proceedings-29 December 1723; “In sequel to a seizure of a lot of brandy at Mr. Massy’s, Councillor Jacques Fazende hears witnesses Joseph Houssaye, sailor (who went to La Balize, to learn whether Courier de Bourbon had arrived); Michel Delahaye Rocher (saw some casks in transit to New Orleans),” smuggled brandy was aboard the “slave ship” Courier de Bourbon, witness to affair saw “32 or 33 ‘anchors’ (each containing 16 gallons) of brandy and some powder.” Jacques Bernard Maisonneuve, second captain of the Courier de Bourbon denied knowledge of illicit brandy.

7.28.3 **Black Book, January 1724–June 1724**

- Dissolution of Partnership-7 February 1724; partnership dissolved between “FRANCOIS GRACE AND JACQUE DUPRE, alias TERREBONNE,” notice served on a “Baguette” who was “garrison drummer at New Orleans and a “Sansregret,” who was “the skipper of the Company’s boat.”
- Prosecution-21 February 1724-“THE PROCUTATOR GENERAL vs. SR. PASQUIER,” “For transporting merchandise destined for Spanish consumption, via transfer boat of the Company of the Indies.)”
- Interrogation-23 February 1724; “Interrogation of Jean Baptiste Marlot, former Chief Clerk of the Company of the Indies. The following information was brought out: He had loaded aboard the transfer boat a package which he thinks, contained bolt colored goods. He had some of the employees of the company do the packing, as a friendly act towards Pasquier, who had, on several occasions, loaned, free of charge, carriages and pirogues. That Caron in his deposition of April 13, 1723, made a mistake. Caron gave him only one trunk, two quarts and one crock of gin; He had no business affiliations with Pasquier, they were friends who at times, ate, drank and slept together; He did not know he was violating any rules, nor that the merchandise belonged to the Spanish.”
- Memorial-19 March 1724; Monsieur Ceard “shows in logical detail” the “natural topography” of flooded land due to neighbor’s “mischief,” “He and his fellow sufferers from the abnormal overflow can now neither plant their crops, nor yet utilize the adjoining cypress tracts for timber;” another neighbor closed his bayou, adding to problems.
- Petition-24 March 1724; “Petition of Fleuriau, Procurator General for the King, in which he alleges that he has been advised the officers and the crew of the vessel ‘Le Chameau’ are engaged in public commerce despite the rules of the Company of the Indies, which forbids the sale of wools and fine merchandise; that De La Place and his associates exact payment in piasters of 4 livres each, whereas there is an ordinance fixing the rate of exchange at 7 ½ livres. He therefore prays that the Clerk, Sheriff and two Councillors be ordered to go aboard ship and inspect the wools and merchandise not forming part of the cargo.”
- Process-24 March 1724; inspection of ship Le Chameau; “In the chests of Chesneau, Captain, were found hats, ribbons and silk stockings he claimed was brought here by him as an accommodation to his friends who gave him the money to buy them.” Goods found in the officers’ and crew chest appeared to be “five or six lengths of silk and some cotton [,] thread, several hats, a half piece of satin.” Items found in the storeroom included “a barrel of wine, some hams and other edibles.” Only hats found in ship clerk’s (De La Place) chest were seized by the Company.
- Request-3 April 1724; Request for the Solicitor General to send boat to the Salt Keys, but under no pretext to enter Havana, but the said pilot (Ruet) had made poor manoeuvres [sic] and entered Havana-and that the boat had been confiscated, and it is suspected that the whole affair was a plot which should be thoroughly investigated . . . ”
- Arbitration Verdict-2 May 1724; re: dissolution between business partners Grace and Dupre [alias Terrebonne], “Mr. Pierre Chartier, Lord of Baulne, Royal Councillor and Attorney General in the

Superior Council of Louisiana Province, and Michel Rossard, Chief Clerk of Court” return findings that debts be divided, “meat accumulated from their fishing and hunting is to go Grace . . . The fishing seine is to be sold at auction without usual formalities.”

- Civil Suit-20 May 1724; several residents of L’Orient, France move to collect “in silver species of France” from individuals in the province before Le Chameau sails to France.
- **7.28.4 Black Book, July 1724–December 1724**
- Petition-10 July 1724; petition of Estienne Daigle to recover pirogue from St. Julien, “or the sum of eighty francs”
- Complaint-26 July 1724; “Raphael Bernard, a free negro, who had been hired in France by Dumanoir, complains that Dumanoir does not fulfill his promises, and also treats him with rigor, depriving him of his due salary and clothing. He asks to be sent back to France at Dumanoir’s expense”
- Interrogatory-6 September 1724; deposed Thomas Desarsy for selling contraband wine bought at Biloxi from vessel, *La Bellone*.
- Petition-20 October 1724; Antoine Durand petitions court to compel Henry Gaspalliere to pay him for the value of pirogue, plus 100 francs to the hospital, with interest and costs.

7.28.5 Black Book, January 1725–March 1725

- Plea For Procedure-6 January 1725; Jean La Messe pleads to council to compel bailiff to collect debts owed to former in order that he can “subsist until his departure on the ‘La Loire.’”
- Case-15 January 1725; Dreux brothers petition to council for arrest of Bordier and Blanchard re: “to collect balance due of 940 livres, on their boat.”
- Petition-17 January 1725; “Bordier petitions the council to be released from his contract with Blanchard in the matter of a boat bought by himself and said Blanchard from Dreux Brothers. Petitioner alleges a Mr. Dubois has agreed to accept his interest in the said boat be seized and sold in the present emergency as he is preparing to leave for France on the ‘La Bellonne.’” “Note: Bordier drowned in the shipwreck of ‘La Bellone.’”
- Libel Suit-22 February 1725; complaint against Captain Chatham of *La Gironda*
- Libel Suit-28 February 1725; Church representative requested to attend inquiry “against Father Lusurier, Dominican, Chaplain aboard the vessel ‘La Gironde.’”
- Libel Suit-30 March 1725; Lusurier is compelled to stay aboard *La Gironde*
- Court Order-31 March 1725; Superior Court orders “Sieur Jastram, Captain of ‘La Gironde’ to retain on board a prisoner, the Sieur Lusurier”

7.28.6 Black Book, April 1725

- Shipwreck of La Bellone-2 April 1725; details regarding casualty on 1 April 1725.
- Summons-17 April 1725; carpenters, mate, caulker, sail maker, clerk and master to testify concerning loss of *Bellonne*.
- Examination-17 April 1725; “Bardet, second mate on ‘La Bellone’, native of Rochefort, aged 40, states the water at pumping, on eve of the disaster, smelt foul. Further answers throw no light on cause of leak.”
- Examination-17 April 1725; master carpenter Brisart suggested that leak caused by striking bottom, once clearing Pensacola and three times in Mississippi River.
- Examination-20 April 1725; “Bernard, sailor, native of Bordeaux, aged 30. Questioned on course take by ‘La Bellonne’ after leaving New Orleans, Bernard states, they stopped at ‘La Balise’ for

12 days (he knows not why) and anchored next at 'Isle a Corne' (Horn Island). Took ballast at 'Isle aux Vaisseaux' (Ship Island). Ship had also, taken ballast at 'La Balise'."

- Examination-20 April 1725; "Mormiche, sailor, native of 'Montagne in Xaintonge', aged 37 declares they stayed about 3 weeks at La Balise taking of 40 tons of ballast, staying that period of time because of contrary winds, adding they loaded 3 or 4 more boatloads of ballast at 'Isle aux Vaisseau'. Numerous other examinations taken over the course of several days regarding broken rudder of *Bellone*, character of captain, taking on ballast at different locations, etc.

7.28.7 Black Book, May 1725–June 1725

- Petition-5 May 1725; Marie Eled has arrived on *La Gloire*, Jean de Vilmas applies to marry her.
- Petition-7 May 1725; argument re: two dugouts, lost one worth 120 francs.
- Note-30 May 1725; Company Surveyor Lassus makes arrangement to sell house before sailing to San Domingo.

7.28.8 Black Book, July 1725–September 1725

- Petition-22 August 1725; two private pirogues used "to carry lumber for the Company," values assessed at 40 francs and 80 livres.

7.28.9 Black Book, October 1725–December 1725

- Criminal Suit-1 October 1725; against Captain Thomas Collet de la Massuere of vessel *L'Elephant* re: 202 missing bottles of sherry.
- Will-9 October 1725; death of a Bachere who "died aboard the Balize, a boat belonging to the St. Catherine Concession."
- Petition-31 October 1725; re: recovery by wife of sailor to collect 450 piastres Spanish money "from a Sion coasting pilot at La Balise."

7.28.10 Black Book, January 1726–June 1726

- Civil Suit-18 February 1726; buyer of house preparing "to sail by La Saone for the Isles."
- Petition-8 May 1726-young girl to be sent to school in *Brittany* for education.
- Receipt-11 May 1726; for passage funds, young girl sailing on *L' Aurore* to France for education.
- Petition-13 May 1726; mention of *Bonhomme Visse*.

7.28.11 Black Book, July 1726–December 1726

- Response-27 November 1727; to criminal suit that a contract in the province "was drawn up on October 25, 1724, at Ste. Croix, Isle of Teneriff . . ."
- Criminal Suit-15 December 1726; "Captain La Salle, of the Ship Sr. Andre, alleges that he has been slandered and moves for citation of those implicated."

7.28.12 Black Book, January 1737–February 1737

- Invoice-10 January 1737; merchandise consigned on *St. Joseph*.
- Engagement-31 January 1737; numerous engagements to serve aboard brigantine *St. Jean Baptiste* sailing to Windward Isles [Martinique] and "Coast of Guinea" and on return to New Orleans; master of vessel identified as Sr. George Amelot.
- Statement of Debts-7 February 1737; due bills associated with voyage from New Orleans to Bordeaux carried out by cargo ship *Le Comte de Maurepas* commanded by M. Berry.

7.28.13 **Black Book, March 1737–May 1737**

- Agreement-20 March 1737; Jacques Carriere de Maloze agrees to furnish four boats built of green oak and cypress “In First-Class Condition.” Boats to be delivered to New Orleans or Bayou St. John.
- Declaration-28 March 1737; Nicholas Vatable, former master of *La Marguerite* “stating his shipwreck-declaration of which was made in Mobile, Feb. 6, 1737.”
- Invoice-8 April 1737; merchandise shipped from Paris to New Orleans aboard *La Perle*.
- Invoice-10 April 1737; consignment of silk “valued over 1000 francs” to be sold.
- Contract-15 April 1737; agreement between Salmon, scribe of “ship of Supplies,” *La Somme* and steward “to furnish to the King’s store in New Orleans, 585 pots of Brandy, at 41 sols per pot.”
- Invoice-16 April 1737; merchandise shipped by *La Perle* included “spices, corks, mushrooms, etc.”
- Invoice-17 April 1737; more merchandise shipped by *La Perle* included “notions, tea, shoes, etc.”
- Contract-24 April 1737; New Orleans captain of the marines and George Amelot negotiated “Contract For Voyage After Slaves.”
- Certificate-27 April 1737; Montigny presented bill to captain of the port of New Orleans to be paid for “ 19 days painting the King’s boat, and another 10 days painting the boat, Louisiana.”
- Transfer-2 May 1737; vessel *The St. Ann* transferred to new owner.

7.28.14 **Black Book, 1758**

- Obligation-13 March 1758; Carpenter Pierre Lafon assigned to brigantine *Le Vigilant* acknowledged “a debt to Jean Chevalier, carpenter in the King’s service.”
- Petition-15 March 1758; Jean Arnoult’s petition, “partner of the late Boullard desiring to sell a boat [schooner] named ‘New Orleans;’ and decree of adjudication of the 60-ton vessel ‘La Nouvelle Orleans.’
- Division-16 March 1758; “A division of the cargo of the cartle [sic] vessel, the ‘St. Louis’, Captain Arrive, master. The division of the cargo which consisted principally of cotton goods in bolt, some foodstuff, paper and candles, was as follows: Sieur Pre. Carresse received two-thirds, Messrs. Arnould and Boullar, one-third.”
- Sale And Transfer Of Prize Share-29 March 1758; “The privateer ship ‘Le Fripon Cayes St. Louis’, Captain Laurent Graves having captured the vessel ‘La Jeune Anne’, Joannis Cazard, a spare sailor having first sighted and detected the said vessel, was awarded a share and a half in said prize. By notarial act, said Joannis Cazard, now enlisted on the ‘La Jeune Anne’s’ crew, before leaving this colony, sells to Sieur Jean Milhet, merchant, all of his rights and interest to the said share and a half coming to him in the said vessel and cargo and acknowledges receiving from Sieur Milhet, to his satisfaction, the amount and value of said portion, in consideration of which he relinquished all claims to said ship and cargo”
- Sale Of Boat-30 March 1758; By notarial act, Sieur Gaspard Maillard, Captain and owner of the boat ‘Le Franc-Mason’, acknowledges and confesses having sold above named boat of 35 tons, complete with all riggings, sails, etc., to the Sieur Antoine Olivier, merchant of this city [New Orleans], for the sum of 4200 livres cash.”
- Procuration-7 April 1758; “By notarial act, Sieur Jacques Boudet, Captain of the Privateer Schooner ‘La Tempeste’, about to sail from the city [New Orleans], grants a procuration to Sieur Francois Braquier, merchant, giving him power and authority to manage and administer all his affairs during his absence”

- Notice-13/24 April 1758; “Sr. de St. Martin having received from Don Diego Lanz. merchant at Campeche, secret instructions for the purchase of the Frigate ‘La Jeune Anne’ captured from the English by Capt. Legras”
- Inventory-24 April 1758; “Inventory of vessel ‘Nuestra Senora de Guadelupa’ coming from the Port of Campeche, commanded by Capt. Nicolas Rufino.”
- Inventory-26 [?] May 1758; “Itemized account of assorted merchandise shipped by the barge ‘La Challante.’”

7.28.15 *Black Book, 1759*

- Receipt-4 January 1759; Document confirmed that Captain Philipe in command of *La Ste. Anne de Bordeaux* was then at New Orleans preparing to sail to San Domingo.
- Statement-15 January 1759; Document verifying that *L’esperance* of New Orleans commanded by Captain Lamothe received repairs to its “keel, etc.”
- Sale of Vessels-22 January 1759; Augustin Bernard and Juan Fagundo, “proprietors of the Boat ‘La St. Trinite’ and ‘Notre Dame de Carmes’, presently tied to the quay of this city,” sold said vessels to Sieur Kerlivian Frolo for “6500 livres”
- Procuration-18 April 1759; Document confirmed longstanding business relationship between “Borough of St. Pierre, Isle of Martinique . . . merchant navigator” Guillaume Landalle and two New Orleans merchants.
- Sale of Vessel-23 April 1769; Julien Vienne merchant and owner of ship *Le St. Joseph* currently at New Orleans prepares to sail to Porte Paix, St. Domingue; will sell 40-ton vessel “together with her tackle and apparel, arms and ammunition, and cargo” to St. Domingue merchant for “12152 livres, 8 sols, 9 deniers cash”

7.28.16 *Black Book, 1764*

- Sale of Schooner-6 August 1764; Captain [and merchant] Simphorien Coulet declares that he sold the brigantine *Le Vincour* to New Orleans merchant Maxent for “16,000 livres in letters of exchange or specie of gourde dollars.”
- Declaration and Protestation-5 September 1764; “Appearing at Record Office Sr. Denis Braud, merchant, holding power of attorney for Sr. L’ hollier, Owner and Captain of the Schooner ‘La Charlotte,’ declares that Sr. L’ Hollier had chartered his schooner to Sr. Bonille and others, but coming from Mobile they ran into a gale and were forced to throw cargo overboard.”
- List of Merchandise-6 September 1764; “Thirty-six bales of merchandise arrive on the boat Saint Rose Bayonne, in charge of Captain Dominique Daguiere, for account of Mr. Dernard Grangene, and consigned to Mr. Blache, merchant in New Orleans. Above 36 bales were sent from Bordeaux”
- Receipt-18 September 1764; Document confirms that Captain Baptiste Blanc of the ship *Le Phoenix* was present at New Orleans.
- Arbitration-28 September 1764; damage to 17 bales of blankets that occurred on inbound ship *Le Machault*.

7.28.17 *Black Book, January 1786–June 1786*

- Suit-24 January 1786; action brought by captain of *St. Esprit* regarding merchandise brought from Bordeaux to New Orleans merchants.
- Sale of Vessel-26 January 1786; Joseph Conand [or Josef Conan] asks for permission to sell the ship *San Josef* “(formerly ‘Dos Amigo’).”
- Suit-26 January 1786; New Orleans merchant sues shipper due to “barrels of spoiled Catalonian wine” imported from Havana to Louisiana.

- Suit-16 February 1786; action by New Orleans merchants for absolution “for loss of cask of high quality indigo, which fell into river while being loaded” aboard the ship *La Thetis*.
- Action-18 February 1786; shipowner of *El Espiritu Santo* sued merchant related to cargo of sugar and brandy.
- Suit-10 March 1786; New Orleans merchant sued for “short shipment of coleta from Port-au-Prince.”
- Lawsuit-11 March 1786; “Suit by shipcaptain for absolution from responsibility for losses sustained in shipwreck. By Ramon Esteve, y Llach (Estve y llac, Esteve Yllac), captain of the ship, ‘San Josef, concerning shipwreck off the Chandeleur Islands, near the Balize, en rout from Havana to N.O.”
- Suit-13 March 1786; crimianial and civil lawsuit brought against Neill Catsell pilot of the ship, *El Mero* for slandering Edward Jones by calling him a thief and rogue.
- Action-23 March 1786; owners of ship *El Estevan* [or *San Juan*] seek permission to sell vessel.
- Suit-29 March 1786; Captain Baptiste Corse [Cors] seeks absolution from drowning crew member of *La Besane* near Pass Christian while sailing from Pensacola to New Orleans.
- Suit-25 April 1786; action involving damages to ship *La Estrella* enroute to Cap Francois, from Cap Francois to New Orleans.
- Suit-26 April 1786; related to ownership of New Orleans vessel *Maria Elisabet* [or *Isabel*].
- Sale-8 May 1786; action involving payment for slave brought to New Orleans aboard *El Neptuno*.
- Sale-25 May 1786; Alexo Lardin seeks permission to sell his ship, *L'intrigant* or *El Entremetido*.
- Sale-31 May 1786; owners of *La Vallena* seek to sell vessel to “Pedro Parent.”
- Sale-14 June 1786; owner of *San Antonio de Padua* or *Saint Antoine de Padoue* seeks to sell ship.

7.28.18 *Black Book, January 1798–December 1799*

- Testimony-15 March 1798; New Orleans captain Simon Petit, master of brigantine St. Antonio was captured by “British pirates six miles from Havana, Cuba. The pirates subsequently met an American schooner heading for New Orleans and placed some of the crew on it.”
- Memorandum-1 August 1798; merchandise needed at Louisiana posts. “List includes guns, flints, large pointed knives with bone handles, assorted copper cooking utensils, vermilion, combs, notions, tools, blankets, handkerchiefs, several kinds of dress goods and hosiery, including fine white stockings for men and women.”
- Proceedings-20 April 1799; General administrator of royal revenues investigated merchandise shortage on schooner *Goliat*.
- Petition-6 May 1799; Juan Echeveste sought permission to sell schooner *Manuela*.
- Request-31 May 1799; Bartolome Lafon sought payment for “building a fish market.”
- Petition-27 July 1799; Francisco DeLongauau sought permission to sell his brigantine *Diana* to Christoval Martin de Castro “for 3000 pesos.”
- Declaration-18 September 1799; “Franciso Dumond declared that while delivering 17 barrels of indigo to the isle of St. Croix [Santa Cruz?], a Danish island, he was imprisoned aboard the brigantine ‘Los Dos Amigos’. He was later transferred to an American ship returning to New Orleans.”
- Proceedings-20 November 1799; “Official proceedings instituted in consequence of the shipwreck of the American brigantine ‘La Lucia’ captained by Don Guillermo King.”

- Proceedings-7 December 1799; “Proceedings instituted by Don Todos Santos Lyon, captain of the brigantine ‘El Dorado’ regarding the capture of the vessel by the British frigate [sic] ‘John.’”
- Report-31 December 1799; royal treasurer report regarding “sugar cane brandy [rum ?] duties for 1799. Includes itemized list of vessels, homeport, captains, person cargo delivered to, and duties.”

7.29 Late 18th-Century Spanish Records

The digital collection of copied manuscripts held by the Spanish Colonial Research Center (SCRC), Zimmerman Library (University of New Mexico) was surveyed for relevant shipping and shipwreck references. Hundreds of copyrighted images of manuscripts, letters, inventories, diaries, etc. that are related to “Luisiana” are available for viewing. A sample of germane late 18th-century materials includes correspondence related to the battle between the English and Spanish on the Mississippi (1779), a detailed list of named Buques de Guerre with respective armament (1780), “A List of the forces that compose the Spanish regiments stationed in the Americas” Florida and Luisiana” (1790), Francisco Luis Hector de Corondelet’s detailed letter describing New Orleans in the aftermath of the catastrophic fire (1794), sub-inspector Pedro Olivier’s *Libro de servicios del Regimiento Infantería de la Luisiana* (1794–1795), and a report discussing the Islenos settlement at Barataria (1796). The partner website lists scholarly articles published in the *Colonial Latin American Historical Review* that could shed light on northern Gulf events and personalities associated with the exploration and Colonial periods.

7.30 Significant Late 18th-Century Cartographical Works

In the years following the conclusion of the American Revolution, British surveyors continued to take great interest in the newly acquired regions of its former Colony turned nation and Spanish possessions in North America. The Harrison/Bowen map (Figure 14) produced ca. 1788 entitled “Map of Louisiana, from D’Anville’s Atlas” identified “*MOUTHS of the RIVER S^t. LOUIS,*” “*Shaking Marshes,*” “Cape de Lodo,” and “Shallow Seas interspersed with a variety of Little Islands” [bay west of the Chandeleurs] (Barry Lawrence Ruderman Antique Maps).

British geographer “to His Majesty” Thomas Jeffreys produced the beautiful work entitled “The Coast of West Florida and Louisiana” during 1794. Highlights of the map include his meticulous attention to identifying the islands and small cays near the Chandeleur Islands, detail of the “Mouths of the Mississippi,” images of ships, and the traditional track chosen by shipping to “avoid the Trade Winds” [“Vera Cruz to Havanna”] (Figure 15).

At the turn of the 18th-century, “the first large-scale printed chart of the Texas coast based upon actual soundings and explorations” was published by the *Dirección Hidrográfica de Madrid*. The map (Figure 16) entitled “*Carta esférica que comprehende las costas del Seno Mexicano construida de orden del Rey en el Depósito Hidrográfico de Marina: Por disposición del Exmo. Señor Don Juan de Lángara, Secretario de Estado y del Despacho Universal de ella. Año de 1799*” was produced in large part on the landmark survey commissioned by Governor Gálvez “and conducted by Jose de Evia” (Barry Lawrence Ruderman Antique Maps).



Figure 14. Harrison/Bowen "Map of Louisiana, from D'Anville's Atlas" produced ca. 1788.
(Courtesy of Barry Lawrence Ruderman Antique Maps.)

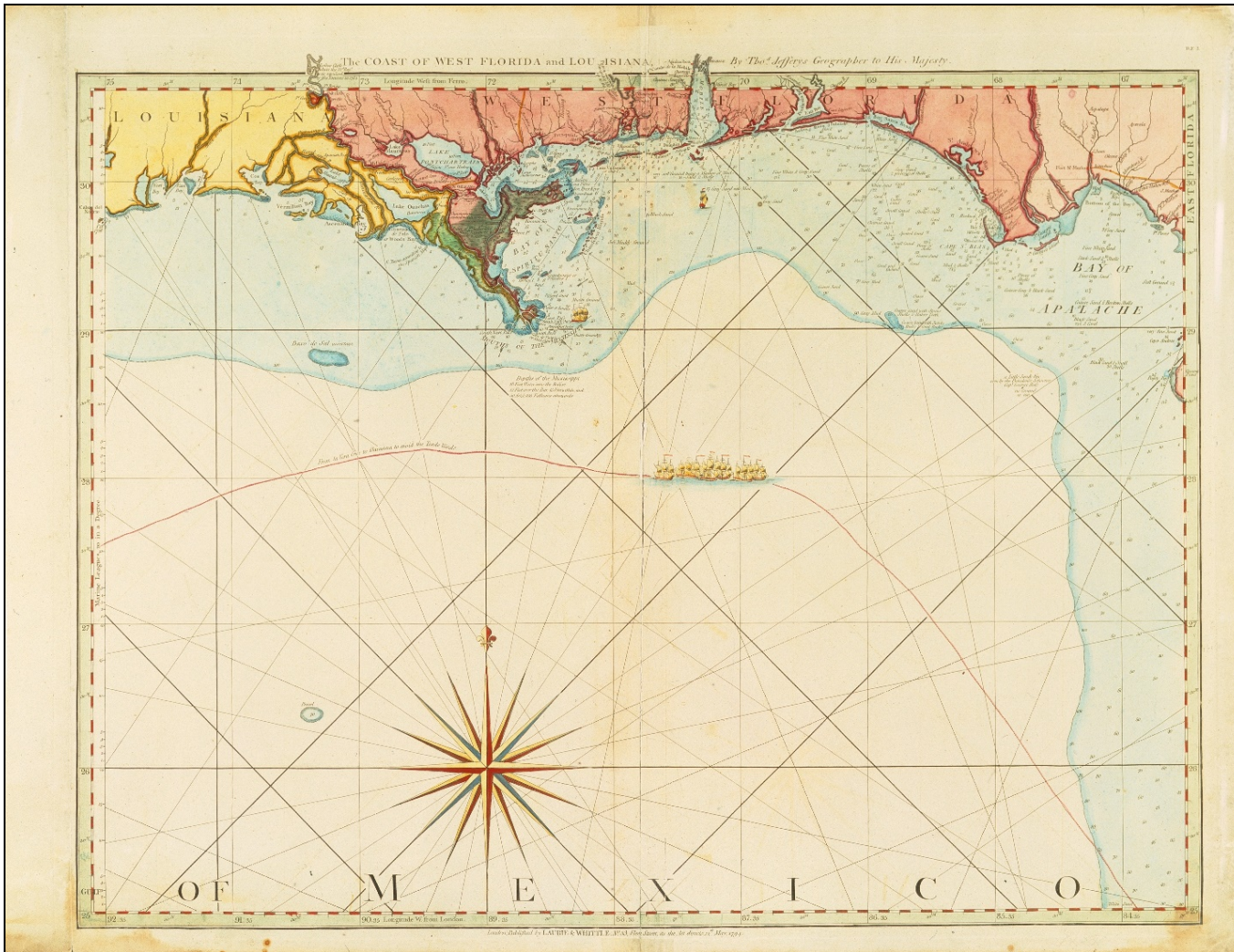


Figure 15. Thomas Jeffreys' 1794 map entitled "The Coast of West Florida and Louisiana".
(Courtesy of THNOC.)

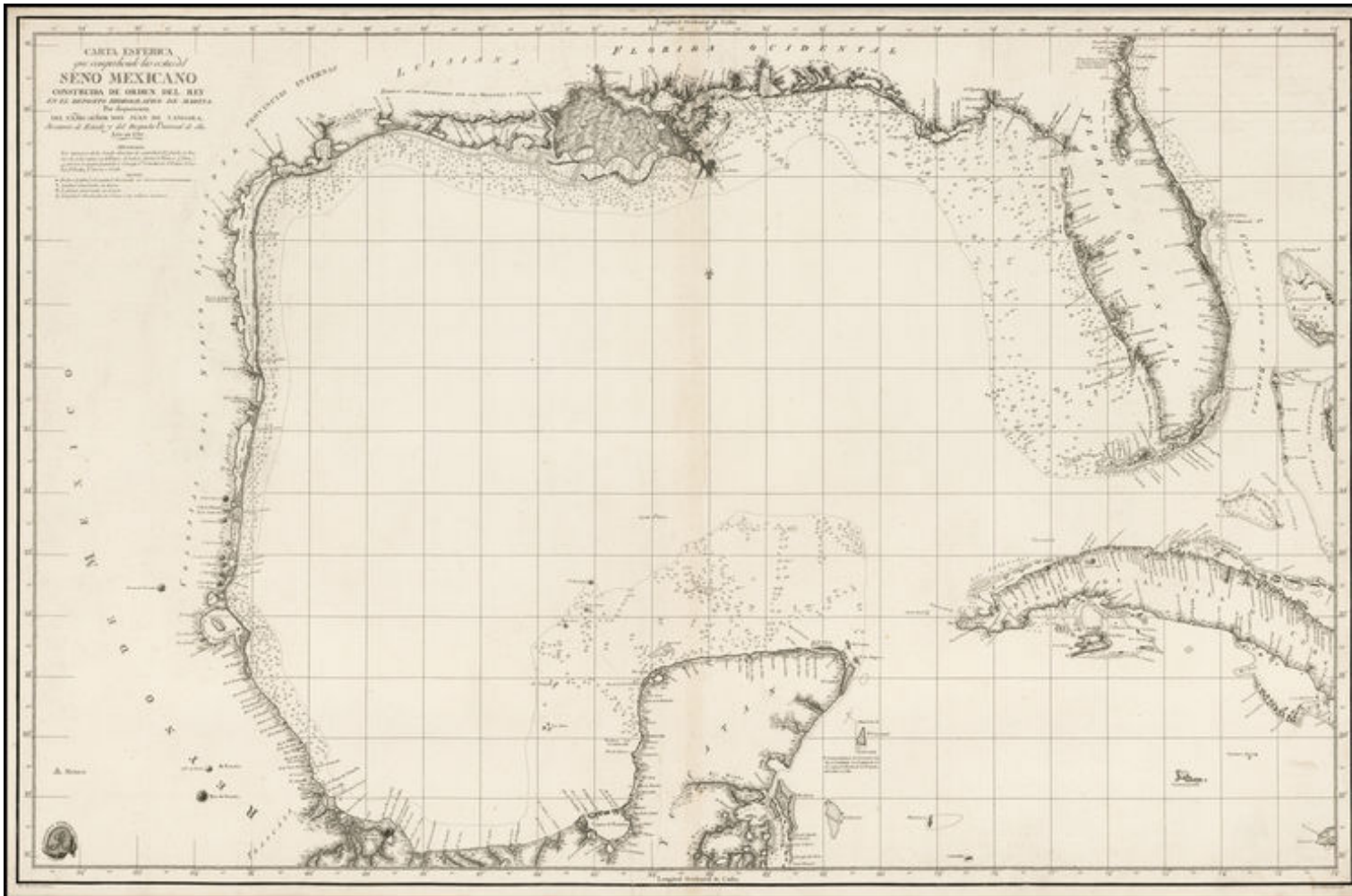


Figure 16. 1799 map of the Gulf of Mexico.

Carta esférica que comprehende las costas del Seno Mexicano construida de orden del Rey en el Depósito Hidrográfico de Marina: Por disposición del Exmo. Señor Don Juan de Lángara, Secretario de Estado y del Despacho Universal de ella. Año de 1799. (Courtesy of Barry Lawrence Ruderman Antique Maps.)

8. Overview of 19th-Century Maritime Affairs

The manuscript map entitled “Baxa Luisiana” produced between 1799 and 1803 by Juan Pedro Walker illustrated a minor part of the region that would soon be acquired by the United States. In addition to the Opelousas and Attakapas districts that are shown, as the name indicated, the baxa (lower) area depicted barrier islands, shoals and detailed soundings off modern Terrebonne Parish. At its most southwestern extent, Walker’s chart identified the “Rio Carcacuieu [?]” (Calcasieu River) (Figure 17).

On 19 May 1800, the New England-registered ship *Fame* “beat off” an attack by privateers “en route [from] London to New Orleans;” and was boarded by the French privateer *Bellona* on 20 May (Office of Naval Records and Library Navy Department, 1938, p. 396). In the midst of January 1801 American-French negotiations to resolve the Naval conflict, the British frigate *Cleopatra* fired several guns forcing Captain Fitts of the *Moses Gill* to lower its sails and come around. The hostile action occurred while the New Orleans-registered brig was bound for New York and only after being boarded and harassed with “very ill treatment” was Fitts allowed to continue his passage (Office of Naval Records and Library Navy Department, 1938, p. 110).

Conversely, the New Orleans-Vera Cruz passage carried out by the *Diana* concluding 17 March 1801 proceeded without molestation. The *Diana*’s manifest confirmed that the brigantine carried a large and varied shipment of medicine (Sanchez, D. J. (1801). All of the three highlighted vessels, representing diverse trade routes, were associated with New Orleans shipping at the turn of the century. A rare chart entitled “A Map of the United States, Canada . . . A Map of the West-Indies and the Mexican Gulph” drawn by Pierre Lapie (1806) illustrates part of the expansive cruising grounds that New Orleans shipping navigated at the turn of the 18th-century (Figure 18).

News trending from a Caribbean trading partner on 10 January 1803 related the variety of imported *marchandises* being carried on American and European ships to Santo Domingo. These commodities frequently were rerouted to Louisiana but not before the *Affiches Américaines* (1803) advised island merchants of their own tariff valuations. Nearly one-half of the only four-page paper was delegated to this taxing matter. Contemporary imports included; barrels of wheat, biscuits, rice, farina, onions, salted beef and pork, salted salmon and herring, potatoes, duck and chicken, beans, and lentils.

Editions of the same journal published from March 1803 through early June 1803 mentioned Louisiana passages in its arrivals and departures columns. Subject shipping identified; “golette *la Julie* of Nantes for New Orleans, “*Captain Dugass*” with passengers and freight; 130-ton “*brik la Victorine of Nantes, captain Lehardelay, pour la “Louysiane;”* “*La göëlette americanne Federal, capitaine Benthall*” for Louisiana with freight and passengers; “*Le brik l’Hector, capitaine Songy, du port de 160 tonneaux, bon voilier, ayant une chamber tres-commode pour les passagers, partira pour la Nouvelle-Orleans le 1st Messidor prochain, addressed to Laussat;”* “*L’Hentiette de Bordeaux pour la Louissane [sic] under the command of “capitaine Boutin;”* and *Brik Rosetta* of Philadelphia (Walter Medlen) for Louisiana with freight and passengers (*Affiches Américaines*, 1803, p. passim). Of special interest, the 300-ton *L’Eck* of Baltimore carrying freight (and passengers was addressed to “*Dejoye et Lafitte, rues du marche des Blancs et Charenoye.*” Historical sources suggested that “*Jean Laffite*” was regularly trading with West Indies merchants [and perhaps Atlantic ports] before this date, which preceded the historic Louisiana Purchase.

8.1 New Orleans Port Records

At the time of the U.S. acquisition of Louisiana (April 1803), Hore Browse Trist was the U.S. collector of customs for Port Gibson, Mississippi. Trist was soon transferred to New Orleans, where he became the first United States collector of that vital port (Magoon, 1902, p. 159). Introductory material in *Ship Registers and Enrollments of New Orleans, Louisiana, vol. I, 1804–1820* commented that

The administration of customs business in New Orleans by the United States began on December 20, 1803, the day on which Governor Claiborne took over the province and its principal port in the name of the United States. It was not until February 24, 1804, however, that special legislation for the organization of the customs service in the newly acquired territory was provided...New Orleans was designated as the sole port of entry for the District of Mississippi, and the town of Bayou St. John a port of deliver. This ‘town’ was a small settlement back of New Orleans on the Bayou St. John, a stream which emptied into Lake Pontchartrain. A collector, a naval officer, and a surveyor to reside at Bayou St. John. (Works Project Administration, 1941, p. iv)

The same publication expanded on Trist’s early appointment and identified the first extant vessel registration with this explanation,

Collector Trist had been operating his office in the old Spanish custom house exactly 100 days before the first ship register was issued. The date was March 31, 1804, and the applicant for this initial certificate was Jean Francois Merieult, a Frenchman by birth who had been living in Spanish New Orleans for a number of years as a well-to-do merchant. He had also been a member of the Illustrious Cabildo. Merieult had his palatial Casa de Comerico in Royal Street and a fleet of merchant vessels on the high seas, and in business circles as well as in the social life of New Orleans he was one of the most substantial of its new American citizens. It is worthy of note the Merieult’s ship, the first to be registered by Andrew Porter, Jr., acting surveyor of the port, bore the patriotic name of ‘Thomas Jefferson.’ Its previous designation is not known, but the probabilities are that it did not bear the appellation of the distinguished presidential purchaser of Louisiana. (Works Project Administration, 1941, p. vii)

The second and third vessels (also registered 31 March 1804) were the ship *William* owned and sailed by William Cooper of New Haven, Connecticut; and *Bee*, “owned and skippered by John Hipkins of Norfolk, Virginia” (Works Project Administration, 1941, p. vii). The fifth ship officially registered in the new “American” port illustrated the ambiguous nature of the times, as shown by the expedient name change. Jean Michel Fortier, the attorney general during the Spanish regime, registered two ships; and renamed them for American commissioners who had officially “taken over” Louisiana. Consequently, the ‘Governor Claiborne’ and the ‘General Wilkinson’ were the fifth and sixth to receive certificates (Works Project Administration, 1941, p. vii). In mid-April, the sloop *Saucy Jack* was registered by its owner and master; John Vanenden of New Orleans (Works Project Administration, 1941, p. viii).

Contemporary documents discovered and abstracted by the Works Project Administration (Works Project Administration, 1941, p. viii) implied that “By the end of 1804, the total registration for the port was exactly 45 vessels to engage in foreign trade; those enrolled for the coastwise business of the New American port cannot be stated as the early enrollment records have not been found.”

By 1794, “sea letters,” ownership certificates, and passports were issued by U.S. Government officers to American vessel masters. As of March 1805, passports were required from a U.S. customhouse to prove that a vessel [in its jurisdiction] was bonafide American property. One passport issued in autumn 1805 by the Mississippi district (Figure 19) serves a representation of similar ones possibly granted by New Orleans collector Trist. According to the 30 September 1805 document for the sum of \$2000 U.S. dollars, Rowland Pierce and Albin Michel were granted passport number 69 for the *New Orleans Packet*. At this date, Pierce served as the master for the 131-ton brig supported by a crew of nine sailors. The brig was surprisingly mounted with no guns. Both Pierce and Michel were required to serve up the subject passport in case the brig was lost or sold, and the passport could not under any circumstances be used aboard any other vessel.



Figure 17. Juan Pedro Walker manuscript map entitled “Baxa Luisiana,” 1799–1803.

(Courtesy of THNOC.)



Figure 18. Chart entitled “A Map of the United States, Canada . . . A Map of the West-Indies and the Mexican Gulph . . .” drawn by Pierre Lapie (1806).

(Courtesy of David Rumsey Historical Map Collection)



KNOW all men by these

Presents, That we *Rowland Pierce & Albin Michel*

are held and firmly bound to THOMAS TUDOR TUCKER, Treasurer of the United States of America, and to his successors in office, in trust for the said United States, in the just and full sum of two thousand dollars, money of the said United States, to which payment well and truly to be made we bind ourselves, our heirs, executors and administrators, jointly and severally by these presents.

WITNESS OUR HANDS AND SEALS, this *Thirtieth* day of *September* in the year one thousand eight hundred and *Five*

The condition of the above obligation is such, that whereas *William Brown* collector of the customs for the district of *Mississippi* has this day issued and granted a passport, numbered *69* pursuant to the act entitled "An act providing passports for the ships and vessels of the United States," for the *Brig* called the *New Orleans Packet* of the burthen of *131 1/2* tons, or thereabouts, mounted with *no guns* guns, navigated with *nine* men, of which the above named *Rowland Pierce* is at present master, the said *Brig* being a vessel of the United States of America, as appears by her certificate of registry now presented, which certificate was granted at in the district of _____ on the _____ day of _____ and numbered _____

NOW THEREFORE, if the said passport shall not be applied to the use or protection of any ship, or vessel other than the one described in the same and in case of the loss or sale of the said *Brig* at any place within the United States, if the said passport shall be delivered up to the Collector of the Customs for the district of *Mississippi* within three months after such loss or sale shall happen, or if the said passport shall be delivered up as aforesaid within six months, if such loss or sale shall happen beyond the limits of the United States, and nearer than the Cape of Good Hope, or within eighteen months if such loss or sale shall happen at any place more distant than the said Cape of Good Hope, then the above obligation shall be void and of no effect; otherwise it shall remain in full force and virtue.

Signed, Sealed and delivered in the presence of

Rowland Pierce L. S.
Albin Michel L. S.

Figure 19. Passport No. 69 issued 30 September 1805 for brig *New Orleans Packet*. (Courtesy of NARA.)

To protect American shipping entering and transiting the port, the U.S. Navy quickly moved to assign the new 75-ton, 70-foot revenue cutter *Louisiana*. The Baltimore-built vessel arrived at New Orleans on 16 December 1804 and served until its destruction during 1812. By 1806, *nineteen-year-old* U.S. Navy lieutenant Daniel T. Patterson commenced “service on the lower Mississippi and Gulf of Mexico” after previously surviving incarceration by Barbary pirates off Tripoli at the age of 13 (Eller, Morgan, & Basoco, 1965, p. 4). Within seven years, Patterson achieved the rank of master commandant and during December 1813, he “became Commander of the New Orleans station” (Eller, Morgan, & Basoco, 1965, p. 4).

By 1807, the City Council of New Orleans amended a previous resolution regarding “Strangers.” Entitled “Resolve of the City Council concerning Strangers,” this ordinance required vessel captains of inbound watercraft ascending the Mississippi “to deliver passenger lists to the Mayor’s office,” while vessel captains entering the Bayou were to produce the same “to the commander of Fort Saint John” (City Council of New Orleans 1807). Before reaching the passes, the track of vessels navigating in the vicinities of Isle au Breton, Grand Gosier and Chandeleur Islands was still considered a worrisome venture. In fact, even the most experienced mariners continued to use an 18th-century guide [Thomas Hutchins 1784] that had not been improved to any great extent. A Pennsylvania editor verified this practice as of spring 1802,

. . . instructions for coming to anchor off the mouths of this river [Mississippi] are taken from Capt. Hutchinson [sic], late geographer to the U.S. topographical description of Louisiana, &c. Altho’ not of recent date, no diligent enquiries could obtain directions as authentic or correct. (Philidelphia Gazette, 1802, p. 3)

One of Louisiana’s earliest political [and moral] quagmires was the extent to which the U.S. Government would exercise its jurisdiction in relation to the “foreign” slave trade. Clearly, the Abolition Act of 1808 could be applied to the citizens of this new U.S. territory, according to many circles. However, the first territorial governor, William C. C. Claiborne recognized that slavery was an integral factor in “Louisiana’s economic transition”, and he could scarcely enforce the act or “mitigate the movement of foreign slaves into the region” (Obadele-Starks, 2007, pp. 15–16). New Orleans would soon develop into a principal commercial hub, and veteran slave traders quickly adapted to service this new center of trade. Obadele-Starks (2007, p. 16) remarked that:

Implementation of the Abolition Act of 1808 in Louisiana was beset by several obstacles including under-resourced custom houses, the emergence of free and enslaved African sailors and seamen as co-participants in the foreign slave trade, the competing commercial and political interests of foreign nations, and the advent of prominent slave traffickers and smugglers in the region. The combination of these issues laid the foundation on which the foreign slave trade was able to survive well into the nineteenth century.

8.2 International Question of Louisiana’s Borders

A letter dated 22 May 1805 “from [Minister of the Treasury] [Miguel Cayetano] Soler at the Spanish Court in Aranjuez to Intendant Juan Ventura Morales [in New Orleans]” apprised the latter of the status quo of negotiations between the United States and Spain (Soler, 1805). The heart of the matter centered on impassioned discussions between Spanish Foreign Minister Don Pedro Cavallos and American “ministers” James Monroe and Charles Pinckney in January 1805. Ultimately, Cavallos informed Morales that of the “various pretentions” argued by the American delegation just four were still at issue.

The translation of Soler’s 1805 letter elaborated that the first issue dealing with “damages and losses” caused to Americans by Spanish “subjects and employees” during the last war with England was “based on justice,” and the Spanish Crown acceded to the fact. The second claim demanding that the Crown “indemnify the United States for damages and losses caused by French corsairs and tribunals” to

American shipping in Spanish ports was deemed exorbitant as the French had settled all such losses. The third point raised by Monroe and Pinckney was based on the loss of a deposition site on the Mississippi River that the treaty of 1795 allowed Americans to offload goods. Lastly, the American delegates desired that the boundaries of Louisiana “be fixed as the Rio Perdido” to the east and “the Rio Bravo” to the west. A caveat was added to this last pretention, as the Americans “would consent” to the boundary extending more to the East [and that] “His Majesty should consent to sell East Florida to the United States” (Soler, 1805).

About the third and fourth pretentions, the translation remarked that,

Their third claim is absurd, as in 1802, their rights to deposit goods in the city of New Orleans, came to an end. The treaty was only for three years, and that time has expired, and the only thing the Americans could have asked for is that another place be given them to deposit goods, along the banks of the Mississippi River. Concerning the fourth claim of the United States, it is inconceivable how they can pretend that West Florida must be considered as included in their country, as it is evident that His Majesty did not receive this province from France when La. was received, but got it, many years afterwards, conquering same from England, at the cost of the blood of his vassals and the expense of the Royal Treasury. His Majesty did not cede it, nor think of ceeding [sic] it to France in the Treaty of Oct. 1st, 1800 Regarding the Western boundary of this province, the United States is no less unjust when pretending to fix it as the Bravo River, including the provinces of New Spain. (Soler, 1805)

A synopsis of the translated letter concluded that King who “was willing to concede the [present-day] Sabine River as the western boundary. . . but Monroe, finding his proposal unacceptable, considered his mission at an end” and abruptly prepared to return to the United States (Soler, 1805). This environment of discord prompted Minister of the Treasury Soler (1805) to order “the Viceroy of New Spain and the Intendant of Havana to render to Morales [at New Orleans] whatever assistance he might need for the defense of His Majesty’s dominions.”

The very obscure report produced by Fr. Jose Maria de Jesus Puelles and submitted to the Mexican Republic president on 27 November 1827 provided meticulous detail about the state’s “mercurial” western boundary from the earliest extant Spanish documents. Entitled “Sobre Limites De La Provincia De Tejas. Con La De La Luisiana,” a translation of the historic document first appeared in the Louisiana Historical Quarterly (1917, pp. 21–43). Reverend Fray de Puelles included a section heading translated as “JUSTIFICATIVE DOCUMENTS That are in the office of the Minister of Justice and Ecclesiastical Affairs in Mexico, and others that are cited herein,” which among many issues regarding “the Sabines or Mexican River” commented on 18th-century “reciprocal trading between Louisiana and Texas” [or “New Philippines”] (Louisiana Historical Quarterly, 1917, pp. 23, 26, 41).

8.3 The Rise of the Bowie Brothers

The more famous Bowie brothers, James and Rezin, joined an American regiment in the late stages of the Quasi-Naval War, and settled near New Orleans after its conclusion. Eventually, the Bowies “eagerly joined filibustering expeditions, including General James Long’s campaign to wrest the upper Texas coastline away from the Lafittes” (Obadele-Starks, 2007, p. 62). James and Rezin partnered in 1819 to organize sugar plantations and over the course of the next eight years; “the brothers owned and developed several valuable estates in the La Fourche, the Rapides, and the Opelousas districts” (Williams A. W., 2010, p. 96).

James (popularly known as Jim) and Rezin introduced the first steam mill to grind sugar cane in the territory at “Arcadia” and later sold the successful plantation for \$90,000 [\$1.4 million today] (Williams A. W., 2010, p. 96). At this juncture, the Bowie brothers [joined now by John J. Bowie of Arkansas] added a maritime venture to their varied commercial interest:

They fitted out small boats at the mouth of the Calcasieu and the Sabine Rivers, and from 1818 to 1821, they engaged in the slave trade. Jean Lafitte and his privateers were, at this time, harrying all commerce on the Gulf. They would capture slave ships—mostly under the Spanish flag—and would carry their prized to Galveston Island where Lafitte had established a regular pirate colony. From this station many slaves were sold into the United States, sometimes directly to planters, but more often through agents such as the Bowies. John J. Bowie said that they paid Lafitte a dollar a pound for negroes, or an average of \$140 per head, and then transported their purchase, by means of their small boats, to the mouth of either the Calcasieu, or of the Sabine. Thence on foot, through the swamps of East Texas and Louisiana, they'd make their way to a custom house official. (Williams A. W., 2010, p. 96)

About the Bowie-Lafitte enterprise conducted in southwestern Louisiana, Ernest Obadele-Starks (2007, p. 62) related these relevant details:

They were part of a growing contingent of land speculators and slave buyers intent upon clearing the way to increase their personal prosperity through the foreign slave trade. To accommodate the needs of sugar planters and cotton growers, the Bowies often directed the movement of slave coffles between Louisiana and Mexico, stashing them in areas along the Sabine River, where they had constructed barracks. As Louisiana landowners, the Bowies made no distinction between the illegal distribution of recent African captives and seasoned slaves, nor did they distinguish between the illegal overland and foreign introduction of slaves into the United States. They purchased slaves from the Lafittes in Texas, landed them at their plantation in Vermilion Bay, Louisiana, then transported and sold them in St. Landry Parish. Many of their transactions violated the federal laws of the United States and also those of Mexico. Their familiarity with the terrain allowed them to shuttle their slaves to points near the offices of United States marshals.

8.4 The Rise of the Lafitte Brothers

Despite sharp dispute about his integrity, early 19th-century documents identifying Jean Lafitte confirm that the Frenchman was universally viewed as an awe-inspiring mariner. In particular, historical evidence verified that Lafitte successfully and frequently navigated the breadth of the Gulf. More important, primary sources link his [and his brothers] varied marine activities all along the Louisiana coast. To examine Lafitte's intimate association with the Biloxi-Ship Island maritime area, the Chandeleurs, the Terrebonne coast, and Sabine Pass, close attention was given to commercial and government reports, piratical accounts, and slaver expeditions.

Maritime historian Willis J. Abbot (1908, p. 274) remarked that the early 19th-century "story of the brothers Lafitte and their nest of criminals at Baratavia, is one of the most picturesque in American annals." As these freebooters or buccaneers moved at will among "the lower reaches of the Mississippi" their reputation incited among "peaceful mariners" a similar dread as that experienced by Atlantic seamen navigating on the Spanish Main (Abbot, 1908, p. 274). These notorious rivermen utilized the intricate but well-known system of Louisiana's lagoons, which "led to the very back door of New Orleans, the market for their plunder" (Abbot, 1908, p. 275). Navigation was chiefly carried out in luggers, small, fast sloops or schooners. Of the overall dynamic scene, Abbot (1908, pp. 274–275) stated that

On a group of those small islands crowned with live-oaks and with fronded palms, in that strange waterlogged country to the southwest of the Crescent City, where the sea, the bayou, and the marsh fade one into the other until the line of demarkation [sic] can scarcely be traced, the Lafittes established their colony. There they built cabins and storehouse,

threw up—earthworks, and armed them with stolen cannon. In time the plunder of scores of vessels filled the warehouses with the goods of all nations, and as the wealth of the colony grew its numbers increased. To it were attracted the adventurous spirits of the creole city. Men of Spanish and of French descent, negroes, and quadroons, West Indians from all the islands scattered between North and South America, birds of prey, and fugitives from justice of all sorts and kinds, made that a place of refuge. They brought their women and children, and their slaves, and the place became a small principality, knowing no law save Lafitte's will. With a fleet of small schooners the pirates would sally out into the Gulf and plunder vessels of whatever sort they might encounter.

Brooke (1841, p. 73) remarked of Jean Lafitte [or 'Terror of the Gulf of Mexico'] that he was:

[A] most uncommon man; not only on account of his reckless daring and his decision of character, but principally because he was a being possessed of more than the ordinary range of intellect, as also of a suavity of manners, and a benignity of disposition, when not engaged in his unlawful and sanguinary occupation, which endeared him strongly to the rough and rash men of whom he was the associate and chief.

In his comprehensive work entitled *The Pirates Lafitte, the Treacherous World of the Corsairs of the Gulf*, Davis (2005, p. xii) suggested that the "privateer-smugglers from Bordeaux and their ilk could not have flourished at their craft anywhere other than there and then, any more than the experience of the corsairs of the Gulf would have been the same with out the brothers Lafitte." Though "the full scale of the brothers' business is elusive . . . they certainly did well in slave sales" by April/May 1811 (Davis W. , 2005, p. 76).

This trend declined sharply over the next several months, as Federal authorities began "to erode the slave supply" (Davis W. , 2005, p. 76). The Laffite privateers were still "taking vessels frequently, and just as often the court let them off when they were caught, but more and more they were losing their cargoes to the government if they had not unloaded at Baratavia before capture" (Davis W. , 2005, p. 76). In summer 1811, U.S. naval vessels "managed to take 40 crewmen with a four-pounder cannon and a chest of muskets while they waited to be picked up by a privateer at Chandeleur Island outside Lake Borgne in the Gulf" (Davis W. , 2005, p. 77).

During late spring 1813, Davis (2005, p. 104) commented that,

Jean Lafitte was observed near Donaldsonville “with a motley assemblage of about forty free blacks and mulattoes, Spaniards, Americans, and more. He had reportedly fled from the seacoast of St. Mary Parish, one hundred miles west of Grand Isle, an area that many residents still called the Attakapas. With naval surveillance off Baratavia and the Lafourche increasing, the corsairs sometimes tried unloading their prizes at other anchorages and beaches.

On 1 May 1813, the hermaphrodite brig *Dorada* “hoisted French colors” and took the Spanish schooner *Louisa Antonia*, four days out of Vera Cruz with coin and cargo worth about \$30,000” (Davis W. , 2005, p. 105). The new prize “Golden One,” formerly owned by Spaniard Francisco Ajuria, served the Laffites well, and according to Davis (2005, p. 105)

Prize, crew, and passengers were brought back to Baratavia, and there buyers from New Orleans snapped up the cargo of cochineal. The corsairs held the sale on the deck of the prize, bale by bale, and then distributed the crew’s share to each man according to his rank. Pierre and Jean kept the silver and the indigo found aboard for themselves, and soon smuggled the merchandise into New Orleans They then put yet more recruits from New Orleans aboard the *Louisa Antonia*, which they armed partially by stripping a smaller, less seaworthy privateer schooner. They convinced a Spaniard captured with one of their prizes to enlist aboard her for a cruise and make a new set of Cartagenan colors for her, and when she was ready they renamed her the *Petit Milan*.

As spring 1813 concluded, the versatile private corsair fleet now operated by the Laffites was impressive by any contemporary marine standard. Their three principal vessels, *La Diligent*, *Dorada*, and *Petit Milan*, were well “suited to every condition on the Gulf” (Davis W. , 2005, p. 105). Almost immediately, Italian Vincent Gambi took command of the schooner *Petit Milan* and captured *another* Spanish schooner that was carried to Cat Island to offload its cargo of dry goods. For several years, although the Bayou Lafourche route was well established, the Laffites “familiarized themselves with other available avenues to introduce [illicit] goods” such as Timbalier and Terrebonne bays (Davis W. , 2005, p. 75).

In particular, “the Lafittes found other spots like Cat Island that were good for running prize ships aground for unloading” (Davis W. , 2005, p. 76). In one account, “denizen of Grand Isle” Gambi, who eventually purchased *Petit Milan*, “returned to Cat Island, where he raised two more cannon from the hulk of a prize that [he] had scuttled there some months before”. (Davis W. , 2005, pp. 96, 187, 221) A letter composed by Donaldsonville resident Walker Gilbert on 18 February 1814 complained vociferously about the “banditti” that were entrenched on Cat Island and suggested that Laffite operated “five or six armed vessels, carrying from 12 to 14 guns each and from 60 to 90 men.” Gilbert also confirmed that “They have some heavy cannon on the Island and also a gun brig sunk in the pass on which they have a battery of 14 guns”. (Gilbert to Thomas Freeman, 18 February 1814; Appendix C)

The political [but not social] climate in Louisiana surrounding the Laffites evolved as New Orleans authorities became more aggressively opposed to their exploits along with the increasing U.S. naval and military threat. “Only the distraction of the war with Britain” prevented full-on assault by the former entities on the Laffite faction. The tradition of how Jean Laffite shrewdly aided American forces during the Naval conflict against his enduring nemesis is well known. That the British arrogantly sought assistance from the Baratarians to leverage “their valuable skills, armaments, and priceless knowledge of the area” deserves this curious mention

On the morning of September 3, 1814, the [HMS] *Sophie* dropped anchor in the straits between Grand Terre and its next-door neighbor Grand Isle and fired a signal cannon to announce her arrival. Through spyglasses the British observed hundreds of sleepy-eyed, ill-

dressed men gathering . . . wondering no doubt at this strange new visitor. Presently a small boat was launched from the beach, rowed by four men with a fifth man in the bow. From the Sophie a longboat was likewise launched, carrying its captain, Nicholas Lockyer, and a Captain McWilliams of the Royal Marines. The boats met in the channel, and Lockyer. . . asked to be taken to Monsieur Laffite Once on the beach, the two British officers were led through the suspicious crowd by the tall man in the bow, along a shaded path, and up the steps of a substantial home with a large wraparound gallery. At that point he genially informed the, ‘Messieurs, I am Laffite’. (Groom, 2007, p. 66)

Surprisingly, the British envoys offered Laffite “a bribe of 30,000 British pounds (more than \$2 million [2007]) if he could convince his followers to join with the British against the United States’ (Groom, 2007, p. 83). Considering the palpable dissent of his men and the potential for an immediate “assault on his stronghold,” Laffite cunningly advised the British that he would need two weeks “to compose his men and put his personal affairs in order” (Groom, 2007, p. 83). With his brother Pierre temporarily imprisoned, this might be the juncture when Jean Laffite seriously considered establishing “a market on the Texas side of the Sabine River and inducing Louisiana buyers to come to sales there, meaning he and his associates could avoid American waters altogether. (Davis W. , 2005, p. 164)

However, Jean would ultimately choose the side of the Americans and set all the facts including the bribe on paper. His historic letter plus the offending British documents complete with seals were conveyed to a trusted and respected New Orleans lawyer and Louisiana legislator. The ensuing political debate (on whether to believe and to accept Laffite’s now offered assistance) between Governor Claiborne, the committee of public safety, American army and navy commanders, militia and legislature is also well known. (Groom, 2007, p. 86)

Meanwhile, intelligence from New Orleans suggested that U.S. Navy Commander Daniel Patterson’s flotilla was preparing to rout Laffite and his men. Spurred by this news and the mysterious arrival of “liberated” brother Pierre at Baratavia, Laffite penned another letter to the governor offering his wholehearted *armed* support against the British. He only asked that he, Pierre, and his men be pardoned for smuggling. This letter was *promptly* delivered to Major General Andrew Jackson, and was published in New Orleans papers along with the first letter and British documents. Spirited debate among political, military, legislative and legal minds whether to accept Laffite’s terms only stalled the Patterson-Ross offensive.

On 15 September 1814, a naval expedition including the fourteen-gun schooner *Carolina*, one-gun dispatch boat *Sea Horse*, five-gun *Gunboat No. 5*, five-gun *Gunboat No. 22*, five-gun *Gunboat No. 156*, five-gun *Gunboat No. 162*, three-gun *Gunboat No. 163*, “an armed launch and several armed barges” reached the Balise. Concurrently, Colonel George T. Ross and his 70 troops of infantry aboard barges rendezvoused with Commodore Patterson. The subsequent precision strike on the Baratarians resulted in no loss of life among the “Americans”, the grounding of the *Carolina*, and the seizure of two armed schooners, six merchant schooners, a brig and a felucca. (Vogel, 1992, pp. 164–166)

Also, the inbound *General Bolivar* flying “Cartagenian colors” was overtaken by *Gunboat No. 162*, commanded by USN lieutenant Spedden. Surprised by the scene, the captain of the armed schooner, Joseph Clement, accidentally grounded his vessel under heavy fire. The former merchantman *Las Caridad* [or *La Cubana* or *Atalanta*] was owned by New Orleans merchant Renato Beluche “and had operated under a Cartagena-letter of marque since December 1813”. (Vogel, 1992, p. 166) Laffite, his brothers, and closest minions were forced to hunker down in the swamps below New Orleans. Historian Robert Vogel (1992, p. 167) commented on an interesting demobilization anecdote as such,

General Bolivar was refloated and made seaworthy, but a brig and two schooners fired by the Baratarians were judged beyond repair and had to be scuttled in the bay. Patterson, with Ross’ troops back on board and his prizes in convoy, sailed away from Baratavia Bay on the afternoon of September 23. En route to the Southwest Pass, prisoners aboard one of the Cartagenian schooners seized control over the vessel and slipped away under the cover of darkness. How the pirate schooner came to escape, or what became of the prize crew, is not recorded. The next day the task force entered the Mississippi River without further incident.

In early December 1814, Groom (2007, p. 124) commented that Laffite’s second dispatch and the escalation of British activities compelled the formidable Jackson to meet the infamous privateer. Impressed by the Frenchman’s intellectual prowess, refined manner, and satisfied with Laffite’s “patriotism,” Jackson accepted his offer. On 17 December, Governor Claiborne issued “full” pardons for the Laffites and their Baratarians in exchange for military support. Groom (2007) recalled the famous retort attributed to the historic event; therefore “Thus the ‘hellish banditi’ were enlisted into the U.S. forces and helped to shape the outcome of the most dramatic and decisive battle so far in American history.”

In the aftermath of the American victory, the high-handed attitude of Andrew Jackson, especially to the French Creoles, and his other “harsh behavior” disturbed Laffite. Over the next few years, the Frenchman turned ‘governor’ set up “a formal government” at Galveston “complete with tax collectors, magistrate, notary, and secretary” (Groom, 2007, pp. 237, 257). Brothers Pierre and Dominique continued to reside at Baratavia (keeping quarters in New Orleans too) but the advent of a particularly lurid rumor implicating the Laffite posse of murder convinced Jean to permanently leave the Crescent City. Escaping the enduring, damning piracy label that he now confronted in formerly hospitable New Orleans, Jean Laffite turned his talents and energy to reinventing himself at the Sabine River and Galveston. (Groom, 2007, p. 257)

Eminent Louisiana historian William Theodore Block, Jr. suggested that the earliest *documented* sail vessels navigating the Calcasieu River were probably associated with the notorious Lafitte brothers, and New Orleans port records seem to support this assumption. A letter dated 30 August 1817 from New Orleans port collector Beverly Chew to U.S. treasury secretary Crawford implicated Laffite in illicit activities at “Galvezton.” Chew also identified 11 “private armed Mexican and Venezuelan vessels” anchored at the Crescent City basin and commented that the U.S. brig *Boxer* had seized two slavers [schooners] off New Orleans. (Lowrie and Franklin 1834, pp. 135-136)

On 17 October, Chew again wrote Crawford complaining about the Laffite encampment; and reported that the unregistered vessels *Carmelite* (owned by B. Lafon) and *Franklin* (J. B. Laforte) cleared New Orleans for Laguna but actually sailed to Galvezton. (Lowrie and Franklin 1834, pp. 136-137) Davis (2005, p. 411) remarked that

Rebuilding the smuggling operation required Jean to keep the flow of slaves going to the Sabine barracks and on into Louisiana. The market was stronger than ever into mid-1819 Imaginative investors conceived the idea of sending agents to the West Indies (Figure 20) to buy cargoes of blacks at a third of the price they would fetch in Louisiana and then ship them into the Mississippi, stopping at the Balize. From that point the agent left the ship and informed the authorities in New Orleans of an illicit cargo, not mentioning his own role

in bringing the slaves into American waters. Beverly Chew's people seized the cargo and sold the slaves at auction, by common consent at a price far below market value. The Treasury took its half of the proceeds and the informing agent the rest for his employers.



Figure 20. David J. Kennedy 1840 watercolor, “Jean La Fitte’s piratical topsail schooner from a description by the Cooks daughter who was born on board”.

(Courtesy of Historical Society of Pennsylvania.)

Ironically, “independent mariner” Gambi previously transported a controversial “American” ‘tramp army’ to the mouth of the Sabine, and from there it would march upstream to invade” (Davis W. , 2005, p. 269). Spanish envoy Luis de Onís y González naturally complained to then president James Monroe about “the facilities given to rebel privateers in United States ports, but had no illusions that anything would be done” (Davis W. , 2005, p. 269). At that date, the official boundary between Louisiana and Texas had just been authoritatively meted out. “Intercepted Correspondence” dated April 1817 from De Onís to “General Calleja, Viceroy of Mexico” reported that two expeditions [marine and overland] were being outfitted at New Orleans to “assemble in the Sabine Bay” (Intercepted Correspondence., 1817, p. 2). De Onís quoted in: (Evening Star, 1817, p. 2) referenced Laffite’s former lieutenant in this manner

The maritime expedition, according to the assurances I have received, is to be commanded by the famous pirate Vincent Gambi, who not long ago was liberated from capital punishment, through a special pardon from the Court of Admiralty in New Orleans. I am also informed, that the Barataria privateers now carry their prizes to the Sabine Bay, from whence they introduce their pillage into New Orleans, and it is supposed the army of vagabonds belonging to these States, in which I am informed there are only five Spaniards, is to leave the City of New Orleans commanded by General Humbert, will be conveyed to the above Bay, and from thence ascending the Sabine river, will soon be on the Spanish territory.

In the interim, the John Jacob Ryan, Sr. family migrated from Perry’s Bridge (Vermillion Parish) to the shores of Lake Charles. The patriarch ultimately became a successful planter and livestock producer in that extremely remote section of the United States. In the antebellum period, his son (Jacob Ryan) “established the second saw mill built in southwestern Louisiana, the first one having been erected by Charles Sitting about twelve miles up the [Calcasieu] river” (American Lumberman, 1899, p. 32). A son (Isaac) of Jacob Ryan apparently became acquainted with the Bowie brothers, in the course of shipping rough lumber with his father to Galveston and regional landings, and developed a deep respect for Jim Bowie. Isaac Ryan eventually followed the charismatic Bowie to Texas, and to the Alamo, where the 24-year old former Lake Charles resident died during the ensuing historic siege of 6 March 1836 (Williams A. W., 2010, pp. 120, 159).

Other 1820-era homesteaders settling in southwestern Louisiana [contemporary Cameron Parish] may have included disaffected members of the former Lafitte posse. After the Lafitte brothers *elected* to leave Galveston permanently (May 1820), some of their followers took up fishing along the Sabine (Obadele-Starks, 2007, p. 65). In 1818, G. Mason Graham was ordered by President James Monroe to ascertain why French General François Antoine Charles Lallemand had armed French colonists in Texas (Southern Publishing Company, 1890, p. 570).

The former Bonapartist officer [and close friend of Napoleon] had only recently escaped from Malta, and journeyed to Texas via New Orleans. Graham, the former U.S. secretary of war, commenced the quasi-military commission in June of that year arriving at the Sabine River only to learn that Lallemand had transported the French to Galveston Island. Graham then removed to the Calcasieu River with his “single servant,” where “he met two men in command of a small schooner engaged in smuggling supplies from Lafitte into Louisiana” (Southern Publishing Company, 1890, p. 571).

The ultimate demise of the Laffites has been portrayed in the same convoluted and salacious manners as their nativity, spelling of their surname, their appearances, and their personal society. Even the supposed “signatures” of Jean Laffite have been scrutinized over the last 200 years. New Orleans historian Stanley Clisby Arthur’s uncovering of “a safe-conduct pass into and out of Grand Terre that Laffite had given to a wealthy New Orleans merchant” *somewhat* quelled that controversy but did not resolve the matter (Groom, 2007, p. 273). Research conducted by Pam Keyes (the Laffite Society) and other society members contributed to the overview of Laffite.

8.5 The Mass Influx of St. Domingue Refugees

In respect to the sudden impact of Haitian refugees seeking asylum in Louisiana, and specifically New Orleans, Schafer (1994, p. 151) commented that

The arrival of the St. Domingue refugees and their slaves in New Orleans precipitated an immediate reconsideration of the federal act of 1807 prohibiting the importation of foreign slaves. Fleeing St. Domingue (Haiti) during the slave revolt that occurred during the 1790s, the refugees first sought asylum in Cuba but were expelled from that country in 1809 because of tensions between France and Spain. In that year, 9,059 of them arrived in New Orleans, of whom 2,731 were white, 3,102 were free people of color, and 3,226 were slaves—doubling the population of free persons of color and substantially increasing the population of whites and slaves in New Orleans overnight. Although some of the refugees settled elsewhere, the city's total population rose from 17,001 to 24,552 as a result of this mass immigration.

A 12 November 1809 letter composed by Louisiana territorial governor William Cole Claiborne to U.S. secretary of state Robert Smith remarked on that quandary as such

Two or three vessels from the City of Sto. Domingo via Jamaica have recently arrived in the Mississippi, with passengers and some slaves on board and others are expected.-- Already New-Orleans and its vicinity are crowded with the unfortunate Refugees from Cuba, and if the French of St. Domingo, Jamaica (& perhaps Guadaloupe, for I am told it is about to [be] attacked) should also seek an asylum here, I shall deem it alike unfortunate for them and for us;--for independent of political considerations, this society will be totally unable to furnish conveniences for so numerous and sudden as emigration, or to supply the wants of the poor and distressed. I am particularly desirous to discourage the Emigrants from bringing slaves with them.--Motives of humanity induced me to permit the Refugees from Cuba to land their slaves, but this indulgence cannot be extended much farther, for already Sir, it is represented to me, that Negro's purchased from the Jails of Jamaica, have been smuggled in to the Territory, and I suspect if it was understood, that Negro's brought by the French of Sto. Domingo were permitted to be landed, that a Negro trade hither would be immediately commenced. (Claiborne quoted in: Rowland (1917, pp. 1–2)

Rowland's (1917) *Official Letter Books of W. C. C. Claiborne, 1801-1816* was carefully consulted for contemporary shipping of this era and to identify potential maritime casualties. As a postscript to the former letter of 12 November 1809, Claiborne mentioned that “the French Armed Vessel--La Franchise, she was brought to at the Fort of Plaquemine, and the French Consul, having represented to me, that she was in distress”. (Claiborne quoted in: Rowland [1917, p. 3)

In July 1809, Governor Claiborne informed the captain general of Youcatan [sic] that rumors reaching the latter about expeditionary forces “preparing in this Territory against the Dominions of Spain” were “altogether unfounded” (Claiborne quoted in: Rowland 1917, p. 11). Over the course of the next four months, follow-up correspondence from Claiborne to Don Benito on this subject expounded on the confinements at Laguna of the “American Schooner Celestine” and “American Sloop ‘Margaret’” (both from New Orleans). (Claiborne quoted in: Rowland (1917, pp. 8–13)

A troubled Claiborne contacted Robert Smith in late November 1809 about a “mysterious [sic] transaction” regarding two Spaniards; and potentially forged letters between a territory army captain [Francis Newman] and individuals plotting “to unite in a project to effect the Independence of Mexico”. (Claiborne quoted in: Rowland (1917, pp. 17–21) An account related by John Sibley, camped at

Natchitoches during July 1811, confirmed the then rowdy and dangerous environment along the Sabine River. Sibley stated that

About one Month ago Three or four Spanish Gentlemen from Saint Antonio came to this Town, they brought with them about Twenty Thousand Dollars in Cash which they layed out here in Merchandise which they took away Packed on Mules, on their return home they were waylaid [sic] at the River Sabine by fifteen or sixteen Armed Men all said to be Citizens of the United States & Robed of all their Goods. The Spaniards proceeded on to Nacogdoches, as well as they Could & the Robbers encamped on this side the Sabine with their booty. (John Sibley quoted in: Garrett 1946, p. 116.

Sibley related several instances of soldiers, Spaniards, Americans (from Kentucky, Virginia and Georgia) crossing over the Sabine at this date and confirmed atrocities committed by roving “Brigands.” Of the last group, Sibley suggested that

The Robbers I believe have a Camp or place of Rendezvous at some place on what they call Neutral Ground Between the Rio Honda & Sabine & I believe they are sending emissaries [sic] to Rapides, Oppolousas [sic] & to this Town to engage Recruits, for Some other Outrage. (Sibley quoted in: Garrett 1946, p. 117.

8.6 International Prelude to War of 1812

At the time the United States acquired the Louisiana Territory, the American government still struggled with its Spanish counterpart regarding “the thorny problem of the southeastern boundary” (Murdoch, 1964, p. 36). It was also a generally held fact that the 1795 Treaty of San Lorenzo “had failed to satisfy either party and the Louisiana Purchase of 1803 further confused the problem by introducing boundary claims in the region west of the Mississippi River” (Murdoch, 1964, p. 36). This void incited “bizarre activities of adventurers like General James Wilkinson and William Blount . . . unsolved intrigues of Aaron Burr” and “continual depredations” carried out by “Indians supposedly loyal to Spain” (Murdoch, 1964, p. 36). The tenuous climate deteriorated to a still greater degree due to the chain of events accompanying the War of Spanish Succession. By late spring 1812, Murdoch (1964, p. 37) related that,

Many in the United States feared that settlement of the southeastern boundary would now involve the republic with England, protector of the Spanish Bourbon cause . . . [and] if war came, the enemy would certainly use Florida’s ports, especially Pensacola and Mobile, with or without permission of local Spanish authorities.

8.7 The Naval War of 1812 (18 June 1812–February 1815)

Those choice “West Florida” locations would certainly facilitate British “warships of moderate size” to initiate “an attack on New Orleans or on American shipping at the mouth of the Mississippi River” (Murdoch, 1964, p. 37). This prevailing fear was certainly on the minds of Louisiana’s citizens as they “learned of the declaration of war on June 18, 1812, by the United States” against Great Britain (Murdoch, 1964, p. 37). Furthermore, on this date, “several British warships were patrolling the Gulf of Mexico searching for French privateers” (Murdoch, 1964, pp. 37–38). These included His Majesty’s Ship (HMS) *Southampton* and 110-foot, 26-gun sloop *Brazen* (Murdoch, 1964, p. 38).

Brazen was recalled to Jamaica, where the sloop was overhauled (rigging and spars) and resupplied under the supervision of its new commander, Royal Navy lieutenant James Stirling. By 11 July 1812, the *Brazen* “set sail to the westward, passing through the Yucatan Channel to Campeche where the sloop was intercepted by the [British] frigate *Arethusa*” on 22 July (Murdoch, 1964, p. 39). Presumably that maritime setting was where the *Brazen*’s captain learned that “the rumor” of armed conflict “was now a fact,” though Stirling was probably fully briefed at Port Royal as to the sloop’s objectives vis-à-vis the Louisiana coast (Murdoch, 1964, p. 39).

To that end, Lieutenant Stirling reached Pensacola Bar on 4 August 1812 and anchored near Santa Rosa Island for two days. At this juncture, the American declaration of war had been published in remote areas such as St. Augustine, Jamaica and Havana so most northern Gulf ports were obviously well informed of the ensuing conflict. According to Murdoch (1964, p. 39),

On August 6, while cruising between Santa Rosa Island, his eastern base, and the Balize entrance to the Mississippi, he [James Stirling] took his first prize, the American brig *Beaver*, en route from Havana to New Orleans, which he put under a prize crew of a lieutenant and five seamen.

Promptly, U.S. army general James Wilkinson (New Orleans Headquarters) contacted U.S. Navy captain John Shaw (New Orleans HQ) on the following day after *Beaver*'s capture, and commented that

Sir, I beg leave to call your immediate attention to the following requisitions, which are deemed indispensable to the defense of the Capital [New Orleans] and the adjacent Territory; and I trust that every exertion compatible [sic] with sound Economy may be made to carry them into prompt Effect, delays being dangerous in the Present state of affairs. Your Battering Cannon should all be mounted and Equipt [sic] for Service with the utmost dispatch. Two Small fast sailing Vessels must be purchased and manned to reconnoitre [sic] the Coast from the Chandelier Islands to the Bar of Pensacola Bay, and from thence to keep up a communication with this City by the Lakes. (James Wilkinson quoted in: (Dudley, 1985, p. 396)

On 17 August 1812, Captain Shaw (New Orleans Headquarters) reminded the navy department (City of Washington) which vessels composed the contemporary U.S. fleet off Louisiana, Mississippi, and Alabama. Shaw related that

General [James] Wilkinson has required three of our best equipped gun Vessels to return again to Mobile Bay, from whence they had recently been withdrawn-for the purpose of keeping out the British from that quarter: which, in the event of an attack will most certainly, unless aided by a battery on shore, fall a sacrifice to the measure. The whole force now here, consists of 2 Brigs, the *Enterprise* and *Viper*, and 9 Gun Vessels, Viz: *Nos 162, 163, 66, and No 27*, at the Balize: and *Nos 5, 23, 24, 64, and 65* between Cat Island, and the Rigolets: *No 156*, commanded by Mr Thomas ap. C. Jones, dispatched on the 10th ult in quest of the Brig *Siren*, has not yet been heard from. A large re-inforcement of Gun Vessels, appears to me indispensable for the defense of this coast. (John Shaw quoted in: (Dudley, 1985, p. 396)

Stirling continued to harass "numerous small coastal vessels, some American and others, Spanish and neutral" as the *Brazen* "patrolled off Balize Bar" (Murdoch, 1964, p. 40). At some point, at least two Mississippi River pilots and sailors of the brig *Beaver* were "landed" due to the fact that the *Brazen* "was not large enough to accommodate many prisoners" (Murdoch, 1964, p. 40). The operational success and fair weather that marked Stirling's early expedition soon ended as,

Early on the morning of August 19, when the *Brazen* was a few miles to the east of the Chandeleurs Islands, the wind began to blow and in a few hours all the sails that had not been furled or reefed were carried away. By late that afternoon, the weather had become so foul that according to the *Brazen*'s log, 'it was blowing a severe storm increasing to a hurricane.' When it was obvious that the sloop was taking on too much water, Stirling ordered the main and mizzen masts to be cut away and the guns on the quarterdeck to be thrown overboard. Shortly thereafter the foremast was likewise cut away, and, in its fall, the bowsprit was snapped off, leaving the *Brazen* completely dismasted. By laying in the lee of Grand Gosier Island and employing three anchors, Stirling was able to save his ship

from being cast on shore, although at daybreak on the 20th he found that she had dragged anchor to within a quarter mile of the beach. When the wind abated a jury mast was rigged and the sloop sailed close to the brig *Warren*, one of her prizes that had been cast on shore. (Murdoch, 1964, p. 40)

On 23 August, American Navy Lieutenant Daniel Dexter advised a superior about his own harrowing experience aboard Gunboat *No. 162* during the destructive hurricane. Previously, Dexter was tasked to reconnoiter the anchorage between “Free Mason’s Keys, and the North Chandellies Islands . . . ” and rendezvoused there with “Gun Vessels *Nos 27, 66 and 163*” (Dudley, 1985, p. 403). Lieutenant Dexter discussed a wrecked brig in the vicinity, the losses of a “large Cutter” and “green Cutter,” and loss of a ship’s gun (Dudley, 1985, pp. 403, 405). In his concluding paragraph, Dexter informed Commodore John Shaw that

This gale has been one of the most violent I have ever experienced in this Climate, and I am apprehensive has done more damage that we are present aware of. Gun Vessel *No 27* was seen yesterday standing in for Ship Island; but I am fearful that *No. 66* is lost, not having seen nor heard any thing of her. Some vessel is ashore on the Freemason’s Keys or Chandalies [sic] Islands, as we have heard gun very distinctly from that quarter yesterday and the day before. Several vestiges of wrecks have drifted ashore near us, which proves that damage has been extensive. (Daniel Dexter quoted in: (Dudley, 1985, p. 405)

Before receiving Dexter’s status report, *Commodore Shaw* (New Orleans Headquarters) composed a letter to U.S. Secretary of the Navy Paul Hamilton (15 May 1809–31 December 1812) outlining damage to military shipping. Relevant passages from the three-page dispatch follow.

Sir, I greatly deplore the necessity I am under of communicating to you, the calamitous condition of the small naval force attached to this station-of the City of New Orleans-and, as I presume, of the surrounding Country; produced on the afternoon and night, of the 19th instant, by a hurricane (from the N.E.) which, both in violence and duration, exceeded any thing of the kind, within the recollection of the oldest inhabitant of the country . . . I feel much anxiety for the fate of the Brig *Siren*, which as I had heard had just got in and was at anchor off Ship-island, as well as for that of the Gun Vessels at, and in the vicinity of, the Bay of St. Louis, and at the Balize (John Shaw quoted in: (Dudley, 1985, pp. 400–401)

Meanwhile, the crew of the Royal Navy vessel stranded near Grand Gosier set about to escape from its exposed position. Using the mainmast from the wrecked brig *Warren*, Stirling eventually sailed back to Pensacola (arriving on 3 September 1812) where Spanish officials allowed 15 sailors from the *Brazen* “to land and cut timber for masts and spars” (Murdoch, 1964, pp. 40-41). Before resuming his station off the Mississippi in late September, Stirling joined with Spanish Governor Mauricio Zuniga to celebrate “the promulgation of the Spanish constitution” on 18 September 1812 (Murdoch, 1964, p. 41). In the absence of the *Brazen*, American sources remarked that the HMS *Arethusa* and HMS *Southampton* carried out patrol duty “off the Mississippi Delta” for most of September 1812 (Murdoch, 1964, p. 41).

8.8 Prosecution of the Armed Conflict, 1813

Many British political and military leaders merely considered the ensuing belligerent conflict to be a minor theatre of the Napoleonic Wars (1799–1815). With the mortality range estimated to be between three to six million military and civilian deaths coupled with the extraordinary material costs shouldered by the participants, the “squabble” with the nascent American government seemed inconsequential. However, this attitude dissolved somewhat as U.S. incursions into Lower Canada (rich source of ship timber) and successes of American privateers on the open seas became better known. King George III’s historic declaration of war against the United States, formally acknowledging the conflict on 9 January 1813, commenced as such

THE earnest endeavours [sic] of the Prince Regent [future George IV] to preserve the relations of peace and amity with the United States of America having unfortunately failed, His Royal Highness, Acting in the name and on the behalf of His Majesty, deems it proper publicly to declare the causes, and origin of the war, in which the Government of the United States has compelled Him to engage. No desire of conquest, or other ordinary motive of aggression has been, or can be with any colour of reason, in this case, imputed to Great Britain: That her commercial interests were on the side of peace, if war could have been avoided, without an injurious submission to France, is a truth which the American Government will not deny. (Prince Regent for His Royal Highness George III quoted in: London Gazette (1813, p. 1)

At the heart of the matter in the British sovereign's mind was the American government's consideration of the "French Decrees," specifically that the blockade of May 1806 was illegal. However, military historian John Fredriksen (Fredriksen, 2016, p. 3) commented on the war's background and the American Congress' June 1812 declaration that,

Few conflicts in human history were more justified than the War of 1812; fewer still were waged in such abysmally amateurish fashion. The United States, wracked by political dissent and saddled by a military policy bordering on problematic, proved unequal to the task of occupying Canada for the purpose of leveraging better treatment from Great Britain. The ensuing two and a half years witnessed its shares of debacles and disappointments, along with numerous successful actions, neither which decisively altered the course of events or advanced the national agenda. Ironically, the grievances delineated in President Madison's war message-British harassment of American shipping, its forced impressment of American citizens, and its suspected instigation of frontier tribes-were all successfully mitigated by the time the Treaty of Ghent was signed.

On the heels of the British sovereign's announcement, most Louisiana merchants were concerned with its inevitable and negative impact on already impeded carriage of goods. During late January 1813, a letter "from William Kenner and Co. to Stephen Minor" commented on the impact of the embargo "upon the price of cotton and slaves [and] the risks involved in exporting cotton on Spanish Ships (William Kenner Papers, 2007). Planter-merchant Kenner moved from Virginia to Louisiana after marrying Mary Minor of Natchez and started a successful mercantile in the Crescent City during 1800. Minor apparently was shipping significant cotton to Liverpool in the early 19th-century to firms like Barclay, Salkeld and Co. During April 1813, Kenner corresponded with Minor regarding the possibility of exporting cotton from New Orleans aboard Russian and Swedish vessels due to affairs in Europe, including the defeat of the French army (William Kenner Papers, 2007).

In that same month, an "anonymous" source assigned to American *Gunboat No. 55* provided "military intelligence regarding the Spanish at Pensacola." As a result of this surveillance, a Louisiana war council voted to send 250 men to the West Florida fort. For unknown reasons that strategy was rejected by a second council (Fredriksen, 2016, p. 5). Six weeks earlier, another nameless party posted at Natchitoches related that the "Spanish forces across the border . . . 'are living upon nothing but meat, the troops are naked and have no tobacco and are disgusted; their horses are worn down and almost useless' (Fredriksen, 2016, p. 5). By year's end, the British capture of nine vessels outbound from New Orleans sailing for Pensacola with cargoes principally made up of cotton and flour solidified the views of William Kenner and other Louisiana merchants (William Kenner Papers, 2007).

8.9 Prosecution of the Armed Conflict, 1814

Major A. Lacarriere Latour's (1816, p. xvi) famed memoir (effusively dedicated to "*the savior of Louisiana,*" Andrew Jackson) was

. . . devoted to the relation of the campaign of the end of 1814 and beginning of 1815: that is to say, from the first arrival of the British forces on the coast of Louisiana, in September, until the total evacuation, in consequence of the treaty of peace, including a period of about seven months.

On the eve of the British entrance into the northern Gulf during late summer 1814, no "effectual" preparations for defense had been installed in Louisiana despite the fact that Halifax newspapers had suggested that a force of 18,000 was sailing for New Orleans. In his capacity as U.S. army principal engineer, Latour (1816, p. 6) shrewdly summed up the dire situation as only "six gunboats and a sloop of war" were available for service. The nearby "Spanish settlement freely admitting the enemy's ships" seriously complicated the matter along with questionable commercial activities carried out by New Orleans residents. One example of the unwieldy local problem involved a previously mentioned well-connected and wealthy Crescent City entrepreneur-planter.

On 29 October 1814, "U.S. officials" seized the *Dos Hermanos* in Bay St. Louis. At the time of its detention on "charges of trading with the enemy," the schooner was bound from Jamaica for Pensacola. Its valuable cargo was of course confiscated and the issue of restoration of property for owner Stephen Minor ultimately was brought before the U.S. Supreme Court (William Kenner Papers, 2007). In the interim between the British fleet's arrival, the *Dos Hermanos* incident and other significant events [e.g. 1st Fort Bowyer offensive and Pensacola expedition], Governor Claiborne called the legislature to order to initiate strategic defenses.

Then came the aforementioned Laffite intrigues that preceded and followed Andrew Jackson's 2 December 1814 historic entrance into New Orleans. Major Latour (1816, pp. 54-55) was immediately tasked by Jackson to address deficiencies at Fort Philip, Chef-Menteur, and other strategic and/or vulnerable positions. In addition, Jackson instructed Governor Claiborne "to cause all the bayous leading from the ocean into the interior of the country to be obstructed. This measure was ordered to be executed along the whole coast from Attakapas to Chef-Menteur and Manchac" (Latour, 1816, p. 54). By the evening of 13 December,

. . . the naval forces of the enemy at anchor at Ship Island, were increased to thirty sail, of which six were ships of the line; that others were every moment arriving, especially a number of light vessels, calculated for navigating on our coast where there is but little water, and that the enemy appeared to be sounding the passes. (Latour, 1816, p. 55)

Latour's memorial of dramatic events that occurred during the Battle of New Orleans, the "Capture of the Gun-Boats," and naval activities near the Chandeleurs were supported by the addition of contemporary correspondence (American and British) (Appendix D). In the *Naval History of Great Britain*, William James (1902, pp. 231-232) provided this account of the initial mobilization near the Chandeleur Island chain. James also identified both American and British military shipping and their respective armament as such

On the 8th of December, Vice-admiral Cochrane, in the *Tonnant*, with several other ships, arrived and anchored off the Chandeleur islands. On the same day two American gun-boats fired at the 38-gun frigate *Armide*, Captain Edward Thomas Troubridge, as, accompanied by the *Seahorse* frigate and *Sophie* brig, she was passing down, within the chain of small islands, that run parallel to the shore from Mobile towards Lake Borgne. Three other gunboats were presently discovered cruising in the lake. On the 10th, 11th, and 12th, the remainder of the men-of-war and troop-ships arrived; the 74s anchoring off Chandeleur islands, and the frigates and smaller vessels between Cat island and the main, not far from

the entrance to Lake Borgne. The bayou Catalan, or Bienvenue, at the head of Lake Borgne, being the contemplated point, the distance from the anchorage at Cat island to the bayou 62 miles, and the principal means of transport open boats, it became impossible that any movement of the troops could take place until these gun-boats were destroyed. It was also an object to get possession of them in a serviceable state, that they might assist, as well in transporting the troops, as in the attack of any of the enemy's forts in the route. Accordingly, on the night of the 12th, 42 launches, armed with 24, 18, and 12 pounder carronades, and three unarmed gigs, carrying altogether about 980 seamen and marines, under the orders of Captain Lockyer, assisted by Captains Henry Montresor, and Samuel Roberts, of the brig-sloop Manly and bomb-vessel Meteor . . . pushed off from the Armide. The American gun-boats, which were the object of attack, consisted of No. 156, mounting one long 24-pounder on a traversing-carriage, four 12-pounder carronades, and four swivels, with 41 men on board commanded by Lieutenant-commandant Thomas Ap Catesby Jones; No. 23, mounting one long 32-pounder on a traversing-carriage, six long 6-pounders, two 5-inch howitzers and four swivels . . . No. 162, one long 24-pounder, four 6-pounders and four swivels . . . Nos. 5 and 163, each armed with the same carriage-guns No. 23 . . . schooner Seahorse, of one 6-pounder and 14 men . . . and sloop Alligator, of one 4-pounder and eight men.

An oil painting produced by Thomas Lyle Hornbrook held by the U.S. Naval Academy Museum attested to the dramatic action, which took place near a project area. The beautiful yet technically accurate maritime work was entitled "Gallant attack and capture of the American flotilla near New Orleans, December 1814, on Lake Borgne by the boats of the squadron under the command of Captain Nicholas Lockyer, CBRN." A large color representation of this historical painting is presented by Dudley and Harmon (Dudley and Harmon, 2013, p. 216).

By 21 December 1814 remnants of the British combined force had run "into the bay west of the mouths of the Mississippi, and at 15 miles distance [they] could not see land" (Institution of Royal Engineers, 1910, p. 19). On the following day, 22 December 1814, the British admiral and Royal Navy fleet were "laying to the north of the Chandeleur Islands" (Robert Vetch quoted in: Institution of Royal Engineers, 1910, p. 19). According to Royal Navy engineer [and colonel] Robert Vetch, the Royal Navy *Vengeur* that was stationed at Jamaica before sailing to the northern Gulf was perhaps still in the vicinity of the Chandeleurs. Anecdotal references suggested that RN captain "R. Aitchison" commanded the *Vengeur* during the New Orleans expedition. A watercolor showing "the VENGEUR's Barge and an American Schooner" held by The Mariners Museum depicted *a very robust* Chandeleur Island in an "8th December 1815 [sic]" marine scene (Figure 21).

A chart produced after the Naval war illustrated the nautical course prosecuted by the British; and clearly showed the close proximity of the fleet in context to the Chandeleur Islands. The informative and beautiful work entitled "A General Map of the seat of War in Louisiana & West Florida shewing all the fortified Points and encampments of both the American and British Armies also the march of Gen.^l Jackson's army on his expedition against Pensacola" presented through the courtesy of THNOC (Figure 22).

The February 1815 letter written by George C. Allen to his brother remarked that his personal narrative of historic December 1814 events would be "more correct" than any printed news. Excerpts from the American soldier's little-known eyewitness account follow,

On the 23rd December (in the evening) we were called to arms and marched to this place [5 miles below New Orleans]. About 9 o'clock that night we attacked the enemy in this camp. We were about 1,500 in number; they near 5,000 strong. The engagement lasted near two hours; ceased without any apparent advantage on either side . . . Before daylight we fell back about a mile and threw up a breastwork across the plain from the river to the swamp.

Our numbers daily increased, and we are at present in this quarter 12,000 strong. The next morning after the battle the enemy received a reinforcement of 2,000 men, and in the course of that day and night augmented to about 10,000. On the 28th they attempted storming our works. They commenced by throwing congrave [sic] rockits [sic] balls & bumshells [sic] which was returned from our batteries with such effect as to keep them out of reach of our small army. A heavy cannonading lasted from sunrise until about 3 o'clock in the evening of that day A scattering fire was kept up from both armies until the morning of the 1st January A cannonading was kept up from both sides until the 8th. On that morning they were determined to go to Orleans in spite of all opposition. A quarter of an hour before daylight a rocket was thrown from right to left of the enemy's camp. This was the signal to move forward. We were prepared to receive them and they advance like desperadoes under the most destructive fire from 18 pieces of artillery, until they came within musket shot Notwithstanding they advanced to our breastwork and many were kil'd in the act of getting over here. Lord Wellington's best troops, the pride of Great Britain, was forced (for the first time in their lives) to retreat, leaving the field covered with their dead (Figure 23). They retreated to their fortifications [sic] from whence a heavy cannonading was kept up and returned from our side until about 12 o'clock. A flag of truce was then sent up and all hostility was ordered to cease to 3 o'clock the next day It is said that their loss on that day was upwards of 2,000 kil'd, wounded and taken, and strange to tell we only lost six men kil'd & eight wounded. The loss of the enemy is estimated at 3,600 men since they landed. Ours cannot be more than 70. (George C. Allen to John Allen in: (Pennsylvania Magazine of History and Biography, 1895, pp. 268–269)

“His Majesty's” Attorney-General Frederick Smith (1917, p. 44) confirmed that during the Naval War Of 1812, U.S. naval forces “frequently destroyed British merchantmen,” and the total number of the latter reached “seventy-four merchantmen.” At the onset of the conflict, “American instructions were not issued in a general form, but were given from time to time to individual officers” (Smith F. E., 1917, p. 44). According to Smith (1917, p. 44),

Thus one [U.S.] commander was ordered, June 5, 1813, to attack the enemy's commerce and destroy captured vessels ‘in all cases,’ unless the ‘value and qualities’ should ‘render it morally certain that they may reach a safe and distant port.’ Other commanders were directed to proceed in the same manner, and to save only valuable and compact articles that might easily be transhipped [sic].

A sardonic view of “The American War of 1812” presented by an unknown writer ca. 1841 affirmed the contemporary supremacy of the Royal Navy and commented that

The French found in 1812, allies in the ships of the United States of America, with which country, after much jealousy and wrangling, war was begun in that year. The Americans had no fleet in any way to match ours; but their small squadrons and single ships were well found in every respect, and in general bravely fought. The British ministry appear at first to have despised their new foes, as no efficient force was employed in keeping down the power of France. The consequence of this remissness was the capture of several of our detached vessels, giving rise to no inconsiderable exultation and boasting on the part of the Americans But for this circumstance [boasting], the American war presents few incidents worthy of being recorded alongside of our well-fought actions with the Dutch, the Spaniards, and the French. Our readers will find an ample detail of all the facts of this war, with lengthened professional criticisms, in the excellent works of Mr. James, particularly in the sixth volume of his Naval History. (Richard Griffin & Company, 1841, p. 506)

In addressing relevant impacts of maritime action in the vicinity of the project areas, specifically the Chandeleur Islands, several contemporary sources were consulted. References that bear special mention

included; *Historical Memoir of the War in West Florida and Louisiana in 1814-1815* (Latour, 1816); *Field-Book of the War of 1812* (Lossing, 1869); *The Naval History of Great Britain* (James, 1902); *Index to James' Naval History* (Navy Records Society, 1895); and three-volume *The Naval War of 1812* (Dudley, 1985); (Dudley, 1992); (Crawford, 2002).

Royal Navy commander Charles Haultain's (1842) *The New Navy List, Containing the Names of all the Commissioned Officers, in her Majesty's Fleet* was consulted to ascertain if germane marine casualties occurred during the conflict. The numerous citations of activities and/or personalities at or near the Chandeleurs, Cat, Ship and Horn islands, Lake Borgne, etc., were cross referenced to clarify the movement of military and civilian watercraft. The work methodically abstracted officers' vessel assignments, captures of prizes, roles in facilitating destruction of enemy watercraft, etc., and tabulated vessel details and losses. Frequent references were made to the expedition to capture New Orleans and marine action on "Lac Borgne, and in a variety of other service on the Mississippi."

Theodore Roosevelt's *The Naval War of 1812* (1902) was surveyed because the author referred consistently to authoritative primary sources. *Sea Power and the Battle of New Orleans* (Eller, Morgan, & Basoco, 1965) remains one of the best synopses of the historic battle. The importance of *The War of 1812, U.S. War Department Correspondence, 1812-1815* (Fredriksen, 2016) cannot be understated. Prior to his untimely death in 2014, Naval historian John C. Fredriksen meticulously indexed 11,322 obscure letters, written by 2,459 early 19th-century military, political, and civilian participants.

8.10 Postwar Period

In May 1815, northeastern American journals published a British report verifying the presence of Royal Navy vessels in U.S. waters in the aftermath of their trouncing defeat. In addition, an unidentified English source commented on unusual battle wounds inflicted on the invading forces in Louisiana; as such,

March 13. The Plantagenet, of 74 guns, Capt. R. Lloyd, which brought the dismal news of the disasters at New-Orleans to Portsmouth last week, left the fleet under Sir A. Cochrane lying off the Chandeleurs Islands, on the 18th, and the Havana on the 28th Jan.; the troops were all on board the ships of war. It was understood that Sir Alexander would leave the Gulf of Mexico in a few days, to carry into effect the other parts of his instructions relative to the expedition. It is with much satisfaction we hear that our soldiers are recovering very fast from the buck-shot wounds. (Connecticut Courant, 1815)



Figure 21. Watercolor, produced by unknown artist, entitled “the VENGEUR’S Barge and an American Schooner, 8th December 1815”.
(Courtesy of The Mariner’s Museum, Newport News, VA.)

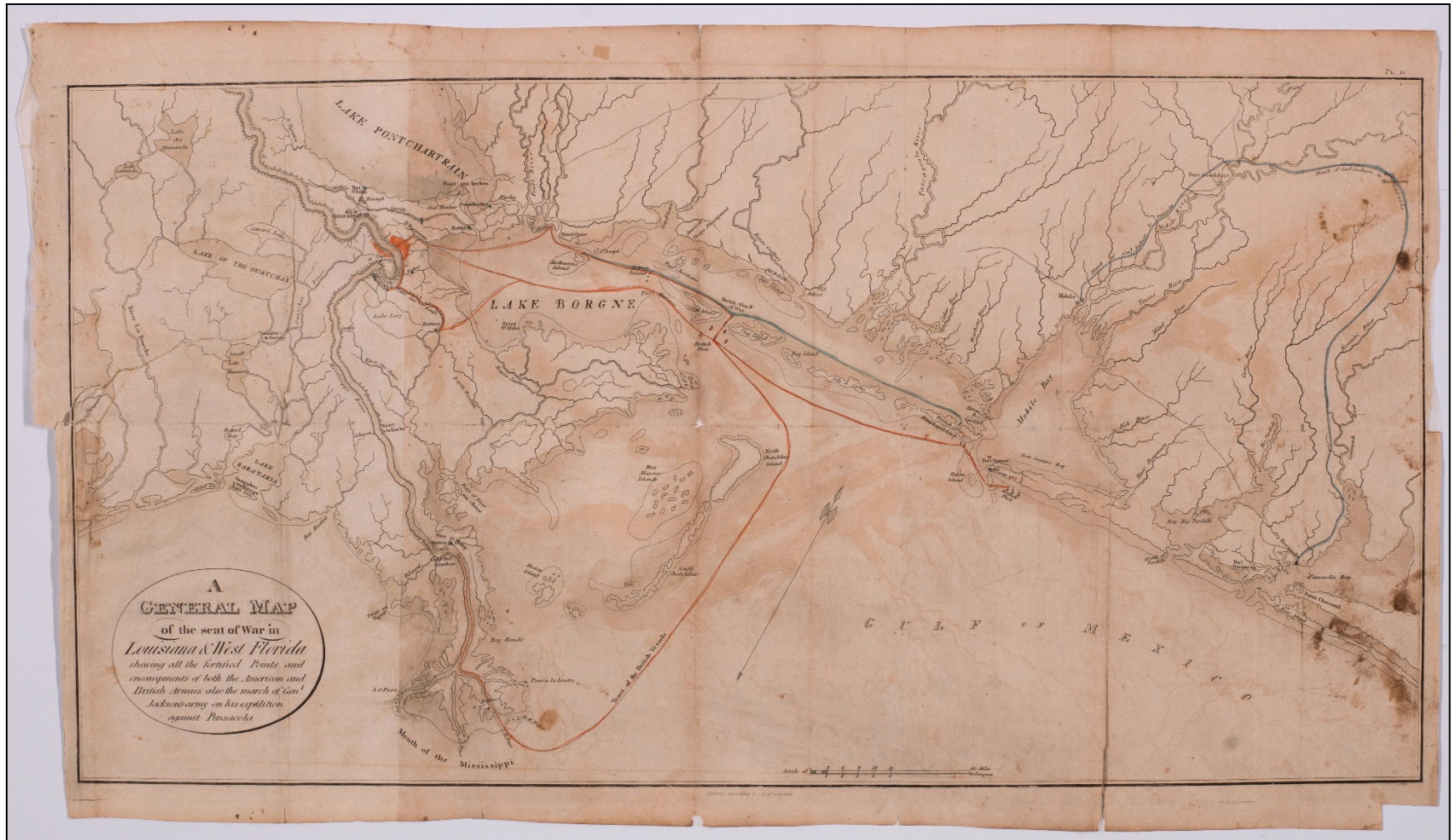


Figure 22. "A General Map of the seat of War in Louisiana & West Florida"

(Courtesy of THNOC.)



Figure 23. 1815 “Intaglio print entitled Defeat of the British army [. . .] Défaite de l’armée Anglaise [. . .] // dessiné par Hthe. Laclotte; gravé par P.L. Debucourt,” 1815.

(Courtesy of LOC.)

8.11 Early 19th-Century Passages & Shipping

The British ship *Neptune* sailed from New Orleans in 1802 and was reportedly bound for Nassau prior to its loss along the Florida coast. In mid-September 1805, the *Providence* foundered along the Florida Keys during its voyage from New Orleans to Bordeaux. During late September 1810, the abandoned American ship *Lovely Lass* drifted ashore at Ocracoke Island, North Carolina. Before wrecking, the vessel was outbound from New Orleans and was navigating to Liverpool. In late October 1810, four vessels including the *Caroline* were lost along the Florida coast. At the time of its voyage, the merchantman was navigating to New Orleans and was outbound from Liverpool. In 1815, the American ship *Sceptre* [sic] foundered off New Providence Island during its passage from Philadelphia to New Orleans.

By early summer 1815, significant cotton owned by Stephen Minor was shipped to Liverpool aboard the new ‘Beautiful English Brig Parker & Sons . . . a remarkable fast sailer’ (William Kenner Papers, 2007). At this date, there was some concern among New Orleans factors that the price of cotton would drop due to fluctuating English-French markets; as the superpowers were now at war themselves. At New Orleans, an increasing number of foreign and domestic vessels entered the basin with the intent to sail onto Atlantic ports and for Liverpool. A letter composed on 27 December 1818 from “Thomas Clark” to his mother “Mary Clark” of Londonderry, Northern Ireland assured the latter that he had arrived safely in Louisiana. Thomas departed Belfast 17 October aboard the brig *Parker and Sons* and praised its kind *Irish* captain, Henry Hodgson. In closing, Thomas mentioned that his letter would be carried to her aboard the brig *Abigal*. Per Jewell (1873:111), Captain Henry Hodgson was “favorably known from 1815 to 1834,” as the commander of some of the largest and finest ships then plying the Atlantic, between New Orleans and the ports of Europe.”

Just *one* entry (1801–1816) presented in the “Official Letter Books” of Governor Claiborne documented the names [and respective masters] of 27 vessels arriving at the Port of New Orleans with “White,” “free Colored and Black People,” and “Slaves” (Irma and Paul Milstein Division of United States History, Local History and Genealogy [Irma and Paul Milstein Collection] (New York Public Library Digital Collections, 1917). All presented vessels were bound from Cuba, specifically Havana and St. Yago. Details are shown in Table 1.

Table 1. Inbound vessels

Vessel	Master
Schooner <i>Neustra Senora Del Carmen</i>	A. V. Rodriguez
Schooner <i>Louisa</i>	Dan McDonald
Schooner <i>Le Jean</i>	Good
Schooner <i>Ciervo</i>	Jose de Lara
Schooner <i>La Collins</i>	Warnum
Schooner <i>Petite Marie</i>	---
Schooner <i>L'Experance</i>	Jh. Fant
Schooner <i>Swiss</i>	Jh. Watts
Schooner <i>Thomassa</i>	---
Sloop <i>Polly</i>	Daniel Meunier

Vessel	Master
Schooner <i>Dispatch</i>	Libbens Rogers
Schooner <i>Clarissa</i>	---
Schooner <i>La Rosalie</i>	Ramon Petit
Chebeck <i>Venganza</i>	Jose Ruiz
Chebeck <i>Le Sauveur</i>	Andre Perodin
Schooner <i>Clara</i>	Carbonell
Ship <i>Artic</i>	George Davies
Schooner <i>Fanny</i>	Fs. Pinau
Schooner <i>Santa Rita</i>	Domingo Orits
Ship <i>Caridad</i>	Diego de Zurbano
Schooner <i>Triumph</i>	---
Sloop <i>Ste. Francisca</i>	Pablo de Soria
Schooner <i>Nuestra Del Carmen</i>	Francs Andrades
Brig <i>Francis</i>	E. C. Gardner
Ship <i>Beaver</i>	Jose Alford
Schooner <i>Freeman Ellis</i>	Robt. I. Sparrow
Schooner <i>Milford</i>	Wm. Hendy
Sloop <i>Polly</i>	Isaac Hopkins

Vessels inbound (1801–1816) from Cuba (Irma and Paul Milstein Division of United States History, Local History and Genealogy, The New York Public Library).

While sailing from Liverpool to New Orleans, the American ship *Savannah* wrecked “in the Old Bahama Channel in 1816” (Sandz and Marx, 2001, pp. 66, 110). HMS *Bermuda* was lost “On passage from [the] Gulf of Mexico” on 24 November 1816 resulting in the loss of one of its 76 sailors. At the time of its loss, the 10-gun British sloop was commanded by Captain John Pakenham (Gilly, 1864, p. 373).

Under the command of Captain Charles Morris, the USS *Congress* navigated the Gulf during 1816–1817. From mid-November 1816 to late April 1817, an “unidentified midshipman” aboard the frigate kept an official journal “as part of his naval training” (Journal of the U.S.S. *Congress*, 1816–1817). In the interval that Morris and his sailors reconnoitered the Gulf, Maxfield Ludlow produced a “comprehensive” chart that encompassed the new State of Louisiana, parts of the State of Mississippi and the “Alabama Territory” (Figure 24). Worcester’s *Universal Gazetteer; Ancient and Modern* (1817) presented relevant early 19th-century geo-references and nomenclature. The inclusion “*Myrtle Island*, one of the Chandeleur Islands;” clearly indicated that the 17th-century place name was still used by the later date. “*St. Bernard’s Bay*” was simply identified as a “large bay,” while “*St. Bernardo*” was described as a “settlement of Louisiana; 15 SE. New-Orleans. W. of Lake Borgne” (Worcester, 1817, p. n.p.). Similarly, the prestigious *ENCYCLOPÆDIA LONDINENSIS* included an interesting reference to one project area as such

NASSAU . . . A road on the coast of Florida of West Florida, west of Mobile bay, north of Ship island, and within the north end of the Chandeleurs, or Myrtle islands. This is one the best roads, most easy of access, and the best sheltered for large vessels, on the whole coast of Florida. This road was first discovered by Dr. Daniel Cox of New Jersey, who called it Nassau in honour of the reigning prince, William III. (Wilkes, 1819, p. 588)



Figure 24. Maxfield Ludlow's "A Map of the State of Louisiana with Part of the State of Mississippi and Alabama Territory," 1817. (Courtesy of THNOC.)

On 14 September 1819, the U.S. revenue cutters *Louisiana* and *Alabama* arrived at Bayou St. John with the Spanish schooner *Philomena*, “which they re-captured from a pirate on the 29th ult. off the Dry Tortugas” (Boston Weekly Messenger, 1819, p. 22). Captain J. Loomis of the *Louisiana* related that on the last date mentioned the two National cutters “fell in with an American schooner” bound from New Orleans, which carried “a number of Spanish gentlemen and ladies, who had been passengers in the *Philomena*” (Boston Weekly Messenger, 1819, p. 22). In speaking with the rescued Spaniards, Loomis ascertained that “the pirate could not be very distant, and determined to look out for her” (Boston Weekly Messenger, 1819, p. 22). Some eight hours passed, and

. . . [Loomis] espied two sail, one of which stood for him, and on being required by the captain of the *Alabama* to send her boat on board, fired a volley of small arms; she was soon silenced, however, and taken possession of. She proved to be a schooner called the *Brave*, fitted out at New Orleans, carrying two guns and twenty four men, and commanded by a man who calls himself Le-Fage. Her prize the *Philomena*, was about a mile eastern during the action, but was soon overhauled and recaptured. In the slight contest, which preceded the capture of the *Brave*, the *Alabama* had four of her men wounded, two of them including the first lieutenant, dangerous: the pirate lost six men killed the remainder of the crew to the number of eighteen, were safely lodged in prison last evening [13 September 1819]. The *Brave* had on board a number of Spanish prisoners, who are thus happily relieved from a captivity, which most probably would have terminated, if they had not fallen in with the revenue cutters, by their being compelled to walk the plank. The pirate had a printed commission, the date of which was blank, signed Humbert, governor of Texas. (Boston Weekly Messenger, 1819, p. 22)

Just one month later after the *Lively* sailed from New Orleans for Philadelphia, nine well-armed pirates hijacked the vessel off the Florida coast. Forcing the steward to prepare dinner and to serve brandy to them, the buccaneers demanded all valuables from the Baltimore schooner’s crew or “suffer death.” At 10PM, the pirates left the *Lively* with watches, “150 dollars,” and “the principal part of the cabin stores” (Boston Weekly Messenger, 1819, p. 41). This last act was followed by their rapid pursuit of a nearby brig. Captain Avery’s logbook for the dangerous passage later related that “At 8 A.M. [the next day] the pirates returned to the schooner, and demanded drink and breakfast, after which they again left us to go in chase of a brig to windward” (Avery quoted in: Boston Weekly Messenger, 1819, p. 41).

According to records compiled by the (Works Project Administration, 1941), “325 enrollments were issued at New Orleans” during “the period January 1, 1815-March 31, 1819.” This number may be understated by Works Project Administration historians due to the potential loss of two volumes of enrollment records, which may have been stored at New Orleans or some other Louisiana depository.

8.12 Louisiana’s Western Boundary Demarcation (1819)

The *Treaty of Amity, Settlement, and Limits, Between the United States of America and the King of Spain* was signed on 22 February 1819, which clearly identified the boundary line [article 3] between the two countries, namely as,

West of the Mississippi, shall begin on the Gulf of Mexico, at the mouth of the Sabine, in the sea, continuing North, along the Western bank of that river, to the 32d degree of latitude where it strikes the Rio Roxo of Natchitoches, or Red River. . . All the island in the Sabine, and the said Red and Arkansas river, throughout the course described, to belong to the United; but the use of the waters, and the navigation of the Sabine to the sea, and of the said rivers Roxo and Arkansas, throughout the extent of the said boundary, on their respective banks, shall be common to the respective inhabitants of both nations. (Gales & Seaton, 1828, pp. 56–57)

Those “international” boundaries were proscribed by Melish’s *Map of the United States* “improved to the first of January, 1818”. By December 1819, a small force of U.S. soldiers was stationed on the “western border of Louisiana”, and the number apparently remained constant until tensions in Texas escalated to a fever pitch by 1845 (Fulmore, 1902, p. 38). A “William B. Ligon” of Pike County, Mississippi transported “military stores from New Orleans to Fort Scott” in February 1818. This U.S. cargo was carried aboard the schooner *Celeste* (U.S. Congress, 1846, p. 226).

8.13 Gulf Filibustering Expeditions

In May 1818, Spanish minister Luis de Onís remarked [trans.] to John Q. Adams that “the Expedition of French Adventurers which left Philadelphia” in late 1817 gathered recruits and military stores from New Orleans (and other Southern ports) to “proceed in small Parties to Galvezton, and thus elude the vigilance of the Government” (British Foreign Office, 1835, p. 224). At this date, the Spanish were concerned that “Joseph Bonaparte and his Adherents” conceived the “rash project” in order that he be “crowned King of Mexico” (British Foreign Office, 1835, p. 224).

The Bermuda Gazette weighed in on the subject of insurgency in three maritime regions during November 1819; specifically, in regard to naval strength. Famed Louis Aury, “whose place of rendezvous” was then Old Providence Island commanded some 800 men aboard “1 brig, 3 brigantines, 7 schooners, and 1 feluche” (Bermuda Gazette, 1819, p. 4). The Mosquito Coast “Buccannier” was in the service of the “States of Buenos Ayres and Chili, [and was] destined to cruise in the Caribbean sea and in the Gulf of Mexico” under blue and white checkered flags (Bermuda Gazette, 1819, p. 4).

Venezuelan revolutionaries commanded by Simon Bolivar were addressed that sailed under the yellow [w/ seven blue stars] and blue pennant; their naval strength was compared to a “late” expedition composed of one ship, nine brigs and brigantines, five schooners and five transports. With regard to the third maritime region and to the vicinity of a project area, the Bermuda Gazette related

It seems to be a rule in commencing a patriotic revolution in any part of Spanish America, that the establishment of a Court of Admiralty must be among the first acts.—Thus the Texas Revolutionists have sent from Nacogdoches down to Galveston, to establish a Court of Admiralty. And we shall probably soon have cruisers [sic] under the Texas flag—revolutionizing a province by their exploits on the Ocean.

8.14 Advent of Steam-Propelled Vessels

As those controversial sailing watercraft freely navigated in the northern Gulf, vessels propelled by steam engines began to make an appearance in the region. By 1821, 287 steamboats were tied to the New Orleans levee with 95 of the “new type of vessels” servicing points on the Mississippi and its tributaries (Abbot, 1908, p. 281). At least “five were at Mobile making short voyages on the Mississippi Sound and out into the Gulf,” however, these “were but poor types of vessels at best.” (Abbot, 1908, p. 281)

8.15 The Wreck of Le Navigateur (6 March 1821)

After contentious litigation carried out in lower courts [Eastern District, June 1821] failed to resolve issues related to the case of a French vessel lost off the Chandeleurs during early spring 1821, *CHAVEAU v. WALDEN* was heard before the Louisiana Supreme Court. An excerpt from the lengthy case (Appendix E) follows,

Helot deposed, he was a passenger on board of *le Navigateur*, of which the plaintiff was master, which was lost on the 6th of March last, on Chandeleur islands, about 2 A.M.; and he, the other passengers and some sailors, left the wreck at eight o’clock, in the long boat; and about four descried three vessels, among which was the brig Ceylon, on board of which

they were received. A sloop, the foremost of the three vessels, appeared to avoid the long boat, while she made for her, but layed-to in order to enable the boat to reach her. The boat, from the moment she left the wreck, leaked very much, and they kept one man constantly bailing her, and sometimes tow; the sea was rough Hottine, Le Francais and Bressiere, deposed, that they were sailors on board of *le Navigateur* . . . and after uselessly trying to save her, the people took to the *portemanteau* and long boat, in order to save themselves; the deponents, mate and passengers, got on board of the latter, and left the wreck at half-past seven A.M. (Martin, 1822, pp. 100–101)

8.16 Contemporary Casualties Linked to Crescent City Shipping

During a strong mid-September 1821 gale, the ship *Cosmopolite* wrecked in the Florida Keys. At the time of the casualty, the vessel was bound for New Orleans and had recently sailed from Charleston. In 1824, a ship identified only as the *Ceres* grounded on the Dry Tortugas after sailing from New Orleans. The French merchantman *Pointe-à-Petre* wrecked after sailing from New Orleans during 1825. At the time of the casualty, the vessel was bound for Bordeaux (Sandz and Marx, 2001, p. 122).

The sloop *Herald's* master [Munroe] was outbound from Pensacola and bound for New Orleans during mid-October 1821, when he imprudently allowed a passenger to take the helm. This lack of judgment resulted in the sloop running aground on Caulker's Shoal near Fort Barrancas on the evening of 18 October. The *Herald* was refloated without damage but saltwater flung onto the lightered cargo lying on the beach during a gale resulted in litigation (Martin, 1822, pp. 597–680).

By May 1822, the case of *Hennen v. Munroe* moved from the lower courts to the Louisiana Supreme Court. Facts presented revealed that the *Herald* often served as a packet between the previously mentioned port cities, and that the vessel was fully owned by a New Orleans interest. Additionally, both parties “were inhabitants of New-Orleans” and the damaged cargo included two boxes of books “weighing about 200 lbs. each” (Martin, 1822, pp. 579, 599, 602).

8.17 Stephen F. Austin's Historic Passage to Texas (June 1821)

Documents and scholarly secondary sources citing early to mid 19th-century maritime passages to Texas, which assuredly navigated along the mouths of the Calcasieu and Sabine rivers were surveyed as time allowed. These vessels could have easily veered off course and foundered through pilot error, severe weather, or unknown causes in the vicinity of Sabine Bank, so special attention was paid to newspaper or journal entries that mentioned “supposed” losses. The two brief journal entries of the historic first passage made by Stephen F. Austin (1904, p. 286) to “Texas” follow

On the 18th June 1821 started from New Orleans in the steam boat Beaver for the Province of Texas in company with Wilson late a Lieut. in U.S. army. J. Beard a saddler from St. Louis, & Doctor Hewitson. On the 20th took in ----*Little* at the mouth of Red River one of my party—Arrived at Nachitoches on the 26th and found Joseph E. Sequin and Berrimandi and several other Spaniards from St. Antonio, who were waiting the arrival of my father to deliver him the confirmation of his grant from the Spanish Govt. Made an arrangement to go on with them. Purchased mules for the trip, and other necessary articles.

8.18 The Monroe Doctrine and Calcasieu-Sabine Region

The Monroe Doctrine (introduced December 1823) was crafted “to encourage free seas and open trade”, and any disruption of maritime commerce “undermined this most-cherished concept” (Obadele-Starks, 2007, p. 71). Just as “smugglers and traffickers manipulated Mexican antislave-trade laws” in the vicinity of the project area, President James Monroe focused on his groundbreaking policy to suppress foreign slave trade (Obadele-Starks, 2007, p. 71). This “policing of depredations”, according to Monroe,

“required ‘a particular kind of force,’ one that would be needed to pursue the violators into areas where they found sanctuary” (Obadele-Starks, 2007, p. 71).

American antislave-trade navy vessels cruising the African coast under President Monroe’s directive included the *Cyane*, the *Alligator*, the *John Adams*, and the *Shark* (Obadele-Starks, 2007, p. 71). Regional politics and judicial actions interfered with the “disproportionate attention” to Africa, so the “revenue cutter *Lynx* was the lone American vessel sent to negotiate the foreign slave trade along the Western Gulf South, with special emphasis on the Sabine and Calcasieu Rivers in Louisiana” (Obadele-Starks, 2007, p. 71).

Transporting slaves into the region called *Coahuila y Texas* was a risky enterprise, and “American immigrants often routed their cargoes through the Sabine River, which served as the boundary between Louisiana and Mexico” (Obadele-Starks, 2007, p. 83). Consequently, the entrance to the Sabine evolved into a popular illicit refuge, attracting pioneers such as Henry Griffith of Johnson’s Bayou, who “supplemented his income by selling beef to slave traffickers and smugglers” hiding there (Obadele-Starks, 2007, p. 83).

According to historical sources, the Spanish ship *Elizabeth* eluded authorities and docked at Sabine Pass for six weeks, before its master offloaded 200 slaves “stolen from an admiralty court in Barbados” (Obadele-Starks, 2007, p. 83). In another case, smuggler Monroe Edwards used the Sabine for his own illegal transshipments. Edwards headed extensive slave-trading operations linking ports in Africa, the Caribbean, Latin America and the United States. He was also credited with the creation of a vile slave mart on the west end of Galveston Bay during this period. Not surprisingly, the number of slaves entering Texas through southwest Louisiana (and especially originating from New Orleans) dramatically increased (Obadele-Starks, 2007, p. 117). Waak (2005, p. 40) related that

Spain and the United States reached an agreement to establish a neutral area between the Sabine River and the Arroyo Hondo River. The Arroyo Hondo would later be called the Rio Hondo, the Calcasieu, or Quelqueshoe. Ownership of the land in this area would not be established until 1824 and then ratified by the Louisiana House of Representatives in 1836. Thus, for a period of roughly twenty years, the area was open for settlement.

A report submitted to the U.S. Treasury on 1 November 1824 (by the South Western Land District register and receiver) in response to “An act providing for the execution of the titles to land in that part of Louisiana, situated between the Rio Hondo and the Sabine river” identified numerous claimants living in the disputed area (Gales & Seaton, 1828, p. 1039). Within several months, President John Quincy Adams and [then] Secretary of State Henry Clay shrewdly attempted, through negotiation with Mexico, “to acquire the whole or a large part of Texas” (Smith J. H., 1911, p. 8).

When the bloody revolution in Texas erupted some 10 years later, Coahuila was swept up in a state of anarchy (controlled by a powerful Santa Anna general), and “it remained for Texans either to abandon their homes and fly across the Sabine, or to remain and resist” (Fulmore, 1902, p. 35). Most of course remained, and in the aftermath of the decisive battle of San Jacinto where Santa Anna was defeated, “ninety-eight per cent” of those fighting there either were “already settled in Texas or remained in the Republic after the Revolution” (Fulmore, 1902, p. 29).

8.19 Coastwise and International Shipping

On 18 August 1825, four vessels each described as a “goelette” arrived at the New Orleans “Bassin” (Louisiana State Gazette, 1825, p. 3). They were identified as *La Celeste* (Master Plauche) “du bayou Lacombe—chargée de chaux,” “Racoon, Cook, des îles de la Chandeleur—sur son lest,” the *Venus* (Pierre Sauni) of Mobile with “bois de charpente,” and the *Ressonce* [?] (Tezeny) “de la Baie St. Louis—chargé de Sable” (Louisiana State Gazette, 1825, p. 3).

Two recurring summer 1825 advertisements [published in New Orleans] provided potential travelers and shippers with contacts for pending voyages to the “Rio Grande ou Brassas de St. Jago and “Pour France ou Angleterre” (Louisiana State Gazette, 1825, p. 3). In respect to the first sailing to points west of the Delta, Captain Hiram Young was taking on freight and passengers aboard his well-made “bonne” two-masted schooner *Munro*. For passage to Europe aboard the fine “brick AIMIABLE MATILDE,” interested parties were encouraged to contact “Captaine Stephen Chiapella” (Louisiana State Gazette, 1825, p. 3).

The New Orleans firm of T. & D. Urquhart published a notice regarding the sale of assorted European merchandise recently discharged from the “brig *Amiable Matilda*, from Bordeaux [sic], which included luxury items. Listed items included 10 cases of hardware (locks, bolts, latches and hinges); “3 cases Fowling-pieces, double and single barrels,” 12 packages “White Lines and Cordage,” one cask Seine Twine, three bales “Nuns Thread,” “24 casks Claret, superior quality,” 427 boxes of superior claret, and “6 pipes Cognac Brandy” (Louisiana State Gazette, 1825, p. 3)

Similar front-page notices provided recent inbound shipping intelligence, which confirmed a wide-range of vessel types, passages, and interesting manifests. A select few hawked commodities such as; “St. Domingo Coffee” from the brig *Martha* (Port-au-Prince); “a good assortment of 4-4 and 7-8 Irish linens, brown mosquito netting, superfine brown linen, printed calicoes,” long lawns, table diaper, oznaburgs [sic], imitation russia [sic] sheeting from the *Sarah*; platillas, blue nankeens, black silk handkerchiefs per ship *William*; “JUST landing from the brig *Daphne*, from Hamburg, a few bales HEMPEN BAGGING, of German manufacture;” “20 cases German Linens, consisting of Platillas, Estropollions . . . 250 pieces 42 inch Hemp Bagging” aboard ship *Chancellor*; 100 bales prime hay from ship *Lavinia* (New York); and “CAMPECHE LOGWOOD--The cargo of the Mexican schooner *Luz Yucateco*, consisting of 50 tons, just landed, for sale by J. W. ZACHARIE, 111 Royal street” (Louisiana State Gazette, 1825, p. passim).

8.19.1 Federal Attention to “The Gulf Of Mexico Frontier” ca. 1826

According to *The Geography of the Globe*, the United States held only seven “chief places” that included one Gulf population center by 1826: New Orleans. Elaborating on the former, Butler (1826, pp. 237–238) simply remarked “. . . the capital of Louisiana, is advantageously placed for commerce on the Mississippi”

Though inland, “the august and magnificent city of Mexico” by that date routed a “profusion of gold, silver, and jewels” to Vera Cruz and the involvement of “many British” and other foreign interests impacting this “great commerce” was not lost on American officials (Butler J. O., 1826, pp. 243-245). The respected British geologist detailed the southern Gulf port in this way, “VERA CRUZ (the true Cross), on the Gulf of Mexico, though it has a bad anchorage, is the port by which the Mexican wealth flows to Europe, the United States, and the West Indies” (1826, p. 245). In addition to the “unparalleled and inexhaustible” subterranean wealth of the Republic of the United Mexican States, its exports to the United States, Republic of Texas, and other countries included sugar, indigo, cotton, cochineal and wax (Butler J. O., 1826, p. 247).

Early to mid 19th-century consumers around the globe also valued indigenous commodities exported by the “Greater Islands” of Cuba, Hayti, Hispaniola, or St. Domingo, Jamaica, and Porto Rico; and by the Leeward and Windward islands of the Caribbees (Butler J. O., 1826, p. 256). Of those exotic products, Butler (1826, p. 254) remarked

Sugar, rum, coffee, indigo, and cotton, are the chief objects of attention in the West Indies; which also export pimento, cacao, tamarinds, ginger, tortoise-shell, arrow root, and various woods, including mahogany, cedar, and logwood. Maize, yams, and sweet potatoes, are much cultivated.

As of 1 January 1826, there was only one “existing works” on the American Gulf coast despite its extensive range; the Mississippi River fort St. Philip (U.S. Congress, 1860, p. 302). On 12 April 1826, U.S. Secretary of War James Barbour submitted auspicious document “No. 327. On The Subject Of An Augmentation Of The Corps Of Engineers Of The Army” to the 19th Congress, 1st Session (U.S. Congress, 1860, pp. 278–302). Before addressing subject military issues, Barbour commented in his introduction that

The department has for some time labored under considerable disadvantages from the want of a sufficient number of officers to discharge the duties assigned to the Engineer department, and in consequence thereof, a recommendation was made to Congress by the late President at the last session, and by the present President at the opening of the present session, that the officers of both corps of engineers should be increased in such a manner as to answer the pressing demands for their services. (Barbour quoted in: U.S. Congress, 1860, p. 278)

An enclosure authored by the Secretary of War in January 1826 but addressed to the Congressional “Military Committee” quickly turned to the heart of the matter vis-à-vis National security as such

The officers of engineers, from 1802 to the commencement of the late war, were exclusively confined to the projection and erection of the fortifications along the seaboard and the superintendency [sic] of the Military Academy at West Point. During the period in question but few works were erected, and those of but limited extent. Since the termination of the late war a great change has taken place in the policy of the country as it regards its fortifications. The depredations committed by the enemy during the last war along our coast, by his occupying the mouths of our harbors, bays, and rivers, produced a universal sentiment at the termination of the contest of the necessity of enlarging and strengthening the defences [sic] of our maritime frontier. (Barbour quoted in: U.S. Congress, 1860, p. 280)

8.20 The Defenses of the Mississippi River, ca. 1826

In his annual communication to Congress, Secretary Barbour also submitted report “No. 329. Relative to the Defences on the Mississippi River” on 5 May 1826 (U.S. Congress, 1860, pp. 304–307). This executive document included two letters composed by Brigadier General Bernard (Board of Army Engineers) and USN Commodore Daniel T. Patterson. Both respected officers advised Congress to pay close attention “to the permanent defences of the maritime frontiers of Louisiana,” and with a view to convince the legislative body to consider mobile steam-powered batteries, Bernard’s 24 January 1826 letter stated that

With regard to the operation of landing, the shallowness of the sea round the coast of Louisiana would oblige an enemy to remain with his main naval forces off the coast, and leave unsupported his transports when conveying the land forces to the shore But, in time of war, even should no expedition be contemplated by an enemy, yet steam batteries might render important services by protecting the passes of the Mississippi against privateers and single vessels, and by keeping safe and free the coasting navigation from New Orleans to Mobile bay and Pensacola. This might supersede the erection of temporary land batteries destined to defend the channels between the several islands which extend parallel to the main from the vicinity of Lake Pontchartrain to Mobile bay, and which would shelter from cruisers our coasting trade. They might also prevent single vessels of common size from assuming anchorage at certain convenient points, from which they might annoy our commerce—such as the anchorage at the eastern point of Dauphin island, and that at the Chandeleur island. From the former an enemy could not only interrupt all

intercourse between New Orleans and Mobile bay, but also keep the bay in a state of blockade. (Bernard quoted in: (U.S. Congress, 1860, p. 305)

Commodore Patterson's letter affirmed Bernard's strategy of using multiple movable batteries but the former suggested that the U.S. Navy should control the transport of those devices due to the fact that

. . . proprietors of [commercial] steamboats thus employed by the government would, of course, demand a price proportioned to the risk, and in the event of loss full indemnity for the boat, which would amount to as much as would be required to build a vessel or battery of proper construction, furnished with the propelling power. The steamboat having towed the battery to a position and cast off from it, would, in endeavoring to retire beyond an enemy's cannon, be greatly exposed, and in all probability destroyed or rendered unmanageable. (Patterson quoted in: (U.S. Congress, 1860, p. 306)

At the time Captain W. T. Poussin produced his 1827 map of New Orleans, the town "was a mere huddle of buildings around Jackson Square" (Dabney, 1921, p. 5). However, a "great influx of American enterprise" rapidly changed its character and forward-thinking individuals realized "that New Orleans' future depended largely upon connecting . . . [the Mississippi] at our front door, and [Lake Pontchartrain] with its short-cut to the sea and the commerce of the world, at the back (Dabney, 1921, p. 5). Circa 1828, Englishman Charles Sealsford (1828, pp. 146, 163) reported that "100 schooners, brigs, and ships" were currently anchored in the port city and described the metropolis as the most important commercial point "on the face of the earth." The author of *The Americans As They Are* also commented on the city in this manner.

. . . the wet grave, where the hopes of thousands are buried; for eighty years the wretched asylum for the outcasts of France and Spain, who could not venture 100 paces beyond its gates without utterly sinking to the breast in mud, or being attacked by alligators; has become, in the space of twenty-three years, one of the most beautiful cities of the Union, inhabited by 40,000 persons, who trade with half the world. (1828, pp. 144–145)

The ever-expanding shipping in the northern Gulf and off the Louisiana coast that the European traveler astutely described was of course on the minds of state and Federal officials. By 1830, engineer William Chase "surveyed all the channels and islands between Mobile and New Orleans, charting the best route for navigation between the two points and marking sites for needed lighthouses and buoys" (Alperin, 1983, p. 8).

8.21 Contemporary Slaver Activity

Even though the U.S. Congress outlawed the African slave trade in 1807 and made it punishable by death by 1820, the right to purchase and sell slaves and to transport them from one U.S. slave state to another remained "unimpaired." According to the "Slave Manifests of Coastwise Vessels Filed at New Orleans, Louisiana, 1807–1860" overview

As cotton growing expanded from Alabama to Texas, the lower South's need for slaves increased also. At the same time, the planters of the upper South had an over supply of slave labor. Tobacco-raisers in such states as Maryland, Virginia, and Kentucky were suffering from the continued exhaustion of the soil and decline of their export trade. As a consequence, surplus slaves were transported from the one region to the other by slave traders. In 1836, the peak year of this traffic, over 120,000 slaves from Virginia alone were sold in the lower South. (National Archives and Records Administration, 1807-1860)

Two examples of slave ship manifests filed at New Orleans in September 1832 and November 1835 identified slaves by their Christian names or by "full first and last name." (National Archives and Records Administration, 1832) (National Archives and Records Administration, 1835) This Federal statutory (1 January 1808) submission of ship papers to outbound and inbound port authorities was associated with

the coastal transportation of slaves in vessels exceeding 40 tons. The *Wild Cat* arrived at the Balize on 27 September and its four “Black” males, one “Black” female, and one “Mulatto” female were delivered by Captain I. W. Martin. The 51-ton schooner sailed from Charleston, South Carolina on 1 September 1832. (National Archives and Records Administration, 1832); Figure 25).

The *Thomas Hunter* sailed from Norfolk on 17 October 1835, and arrived at New Orleans on 11 November. Only five black male slaves were transported aboard the 117-ton schooner. Master Robert Benthall and owner [illegible name] of the slaves destined for Louisiana “solemnly, sincerely, and truly” swore that the “Persons as above named” had not been “imported or brought into the United States” since 1 January 1808. (National Archives and Records Administration, 1835); Figure 26). Furthermore, the two Virginians vowed to the Norfolk collector and a U.S. naval officer that the captive passengers were “held to serve or labor as Slaves.” (National Archives and Records Administration, 1835).

SLAVE CLEARANCE.—Printed and Sold by A. E. Miller.

Manifest of Slaves, Passengers on board the Schooner *Wild Cat*, J. W. Martin,
 Master, laden with *57* Tons, bound from Charleston, S. C. for New Orleans.

NAMES.	SEX.	AGE.	HEIGHT.		CLASS.	OWNERS or SHIPPERS.	RESIDENCE.
			FEET.	INCHES.			
Willis	Male	20	5	8	Black	Amid' Gardeners	New Orleans
Jack	do	25	5	—	do	do	do
Hector	do	20	5	—	do	do	do
Adam	do	20	5	8	do	do	do
Maria	Female	19	5	4	do	do	do
Mary	do	17	3	6	Mulatto	do	do
<p><i>Six Slaves</i> <i>Charleston Sept 27 1832</i> <i>J. W. Martin</i></p> <p><i>Examined and found to agree</i> <i>Correct.</i> <i>William Vandegriff</i> <i>Wm. B. Taylor</i> <i>New Orleans, Sept 24 1832</i></p>							

Figure 25. 1832 manifest of slave ship *Wild Cat*.
 (NARA, 1832.)

MANIFEST of Negroes, Mulattoes and Persons of Colour, taken on board the Schooner *Hunter* of Norfolk Va. whereof *Robt Benthall* is Master, burthen 117 Tons, to be transported to the Port of New Orleans for the purpose of being sold or disposed of as Slaves, or to be held to service or labour.

Number of Entry.	NAMES.	SEX.	AGE.	HEIGHT. Feet. Inches.	Whether Negro, Mulatto, or Persons of Colour.	Owners' or Shippers' Names and Places of Residence.
1	<i>James Page</i>	<i>Male</i>	<i>15</i>	<i>5 1</i>	<i>Black</i>	<i>Shipped by Mr</i>
2	<i>George Christian</i>	<i>"</i>	<i>16</i>	<i>5 3</i>	<i>Do</i>	<i>Thos McCarty</i>
3	<i>Isaac Nelson</i>	<i>"</i>	<i>15</i>	<i>5 1</i>	<i>Do</i>	<i>for J. S. Smith (Ct)</i>
4	<i>Larry Page</i>	<i>"</i>	<i>15</i>	<i>5 -</i>	<i>Do</i>	<i>to C. Archibald</i>
5	<i>Oliver Peyton</i>	<i>"</i>	<i>16</i>	<i>5 3</i>	<i>Do</i>	<i>New Orleans</i>

Examined & found correct
Nov 9. 1835
Wm B. Taylor

Examined and found correct
New Orleans 18th Nov 1835
J. B. Quick
Master

WE, *Thos McCarty* & *Robt Benthall* do solemnly, sincerely, and truly swear, to the best of our knowledge and belief, that the Persons above specified, were not imported or brought into the United States since the first day of January, one thousand eight hundred and eight, and that under the Laws of the State of Virginia, they are held to serve or labor as Slaves—So help us God.

Sworn to this *17 Oct. 1835* Before *Wm B. Taylor* Collector.

District and Port of Norfolk and Portsmouth, *17 Oct. 1835*
Robert Benthall Master of the *Sch Hunter*
 having sworn as the Law directs, to the above Manifest, consisting of *five* Persons as above named, and subscribed, and delivered duplicates thereof, PERMISSION is hereby granted to the said *sch* to proceed to the Port of *New Orleans*

Given under our hands at Norfolk, the date above mentioned.
J. B. Quick Collector.
J. B. Quick Naval Officer.

Figure 26. 1835 manifest of schooner *Thomas Hunter*. (NARA, 1835).

8.22 Contemporary Shipping and Maritime Proceedings

Grievances heard before the Louisiana Supreme Court, during the 1830s, identified luxury and common items shipped aboard vessels entering and leaving the Port of New Orleans. According to Hall Et. Al. *v.* Chieftain Ship brought before the high court, the ship *Chieftain* departed Liverpool in early January 1834 bound for Louisiana (Curry, 1836, pp. 318-323). In Macauley *v.* Ville De Paris, the petitioner (a New Orleans merchant) attempted to recover damages related to a large shipment of Venetian damask imported from New York.

In February 1834, the steamboat *Post Boy* was hired to tow the brig *Sarah and Elizabeth* “to sea” from the port of New Orleans. At the time of the charter negotiated with the “New Orleans Steam Tow boat Company,” the brig was scheduled to sail to the Island of St. Thomas. However, “without any cause or reason,” the *Sarah and Elizabeth* was “cast off & left . . . in a dangerous very state” by the *Post Boy*’s captain Thomas Arnold Pinegar of New Orleans. Subsequently, the brig collided with another descending vessel, the English barque *Ann* that was laying in an “inconvenient situation” having been cast off by another towboat (Curry, 1836, pp. 46-48).

Witnesses aboard the steamer *Natchez* recalled seeing a British barque “very much in the way” in a general sense. Several actions were heard in the lower Louisiana courts primarily on the attribution of blame, which resulted in a case being heard before the high court. The subject shipwreck occurred in the Mississippi River; however, Elijah Adams et al. *v.* New Orleans Steam Tow Boat Co. identified local maritime interests, attested to brisk international vessel traffic, and confirmed the complexity of deciding marine casualties (Curry, 1836, pp. 46–48).

8.23 New Orleans Chamber of Commerce Committee of Arbitration Cases

In early 1834, the New Orleans Chamber of Commerce was organized to consider critical local disputes; and the first two concerned shipping. Both cases, “SHIP PRINCESS VICTORIA vs. THE CONSIGNEES OF HER CARGO” and “SHIP WALTER SCOTT vs. R. & J. CURELL,” were heard before the “Committee of Arbitration” on 18 April 1834 (New Orleans Chamber of Commerce, 1857, pp. 3-4). With regards to the *Princess Victoria*, its captain was obliged “to lighten her sufficiently to enable her to complete her voyage” at the bar near the mouth of the Mississippi (New Orleans Chamber of Commerce, 1857, p. 3). A loss may have occurred there, as the arbitrators decided that the owners of the cargo [destined for New Orleans] could not make claims against “the underwriters” (New Orleans Chamber of Commerce, 1857, p. 3).

The second case heard 18 April 1834 involved a deficiency of the volume of flagstones that was delivered to Liverpool by the master of the *Walter Scott*. In hearing the captain’s complaint against the British firm, the New Orleans Chamber of Commerce arbitrators stated that the bill of lading bound the captain “to deliver 649 flag-stones, measuring 390 yards.” Due to some unknown reason, only 378 yards of the premium stones had been loaded at New Orleans before the vessel set sail to Europe (New Orleans Chamber of Commerce, 1857, p. 4).

On 20 May 1834, the New Orleans Chamber of Commerce (1857, p. 5) heard the case of “W. L. ROBESON & CO. ON BEHALF OF THE SHIPPERS OF 102 HHDS. TOBACCO BY THE STEAMER RANDOLPH, vs. N. & J. DICK & CO., ON BEHALF OF THE OWNERS OF SAID STEAMBOAT” (New Orleans Chamber of Commerce, 1857, p. 5). Case “No. 4” involved a dispute about cooping a quantity of hogsheads of tobacco “after landing them in New-Orleans.” Heard the same day, the synopsis of the fifth case entitled “GEROLAMO MORENO, OWNER OF THE SLOOP EDWARD LIVINGSTON, versus DAVID JONES, COMMANDING THE BRIG PILGRIM, OF BOSTON” follows

The plaintiff is owner and commander of the trading sloop Edward Livingston, which was lying moored along-side the bank of the Mississippi, near the plantation of Mr. Charles Dufau. The brig Pilgrim was ascending the river; and, the wind heading her, a little above

the point where the sloop was lying, the Captain was compelled to put her about, in order to come-to under the same bank; but on approaching the shore for that purpose, a flaw of wind is stated to have struck the brig, rendered her unmanageable, and cause her to run into the sloop, which received so much injury that she sunk with her cargo on board. The Captain of the brig alleged, that his vessel was entirely deprived of her steerage-way; and being under no command in consequence, the accident was on his part unavoidable, and he ought not to be made answerable for it. (New Orleans Chamber of Commerce, 1857, p. 4)

In awarding primary damages to the sloop's owner Plaintiff Moreno, a discussion of bagged "sound rice" identified the cargo damaged in the collision. Displeased with the outcome, Captain Jones appealed the decision made by Arbitrators John D. Bein, J. Barrelli, Thomas Burgess, J. W. Breedlove, and Jas. L. Bogert. The case was reheard by the "Committee of Appeals" in its entirety on 23 May, 28 May, and 29 May 1834 due to dissent among members on each day. In the final hearing, the case was determined by four members not previously involved in responding to the maritime collision incident (New Orleans Chamber of Commerce, 1857, pp. 7–8).

The seventh matter heard before the New Orleans Chamber of Commerce on 5 June 1834 was "PUECH & BEIN versus THE BRITISH BRIG ELEANOR AND OWNERS." This interesting case involved a quantity of iron that was stowed under "a number of bags of salt" causing the iron to become "in a certain degree unmerchantable" (New Orleans Chamber of Commerce, 1857, pp. 8–10). The plaintiffs therefore "abandoned" the iron and this component of the cargo was sold at public auction under the supervision of the New Orleans port warden (New Orleans Chamber of Commerce, 1857, p. 8).

8.24 Federal Marine Survey off Chandeleur Island (1834)

In the midst of those cases heard before New Orleans city officials, the Federal government turned its attention to maritime issues related to safe navigation in the vicinity of the Chandeleurs. Surveys carried out during March 1834 provided seventh and eighth district lighthouse engineers with enough data to propose a suitable site for a station on the island (Figure 27).

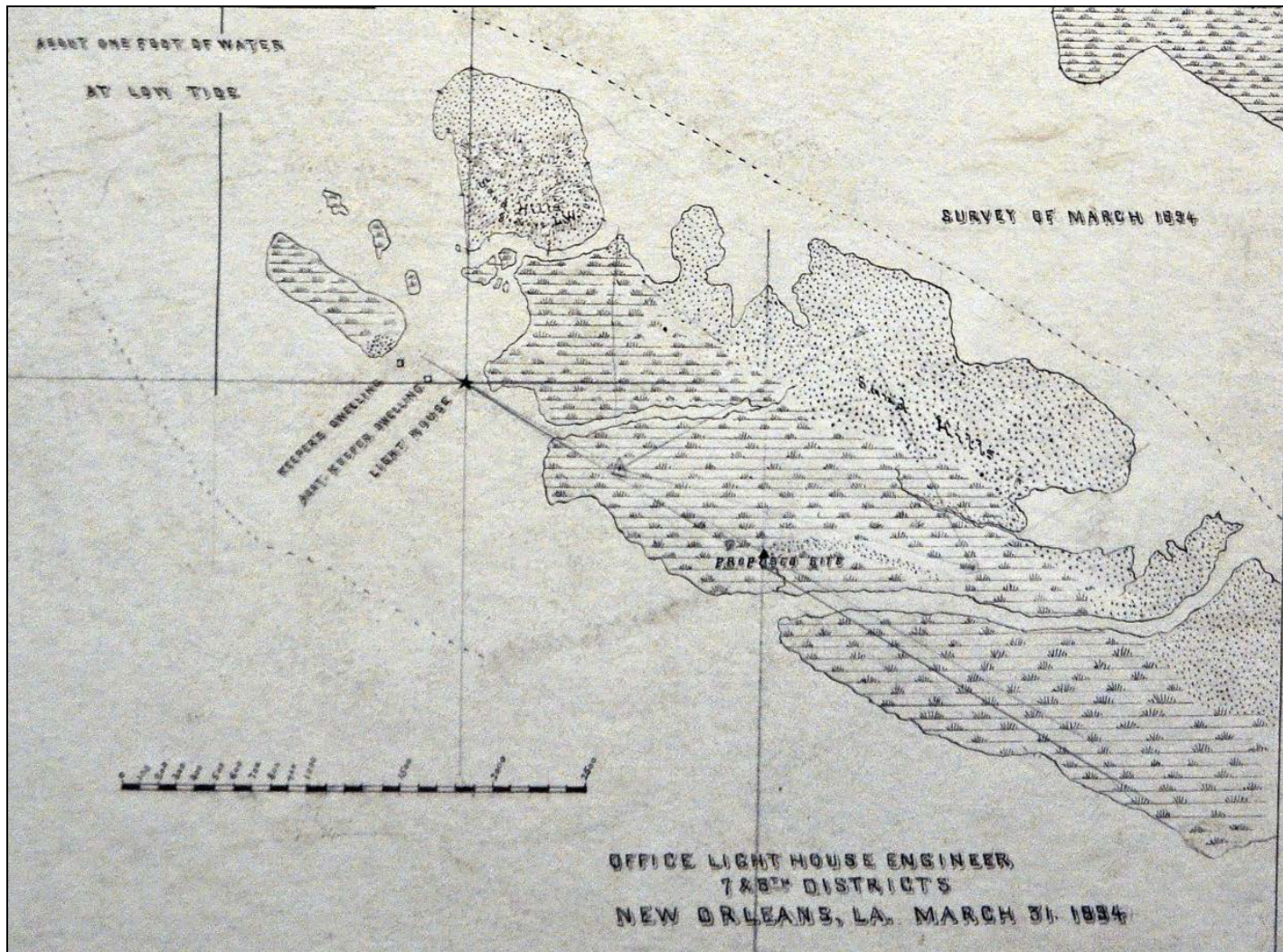


Figure 27. Detail of 1834 chart entitled "CHANDELEUR Light Station Louisiana".

(Courtesy of NARA.)

8.25 A View of New Orleans, ca. 1835

Before leaving New Orleans and perhaps navigating near those islands, an English visitor weighed in on the nature of the city and regional packet service. In *Excursion Through the Slave States*, Featherstonhaugh (1844, p. 259) remarked on the character of 1835-era New Orleans in this way

The population partook strongly of the character of the latitude it was in, a medley of Spaniards, Brazilians, West Indians, French Creoles, and breeds of all these mixed up with the negro stock. I think I never met one person without a cigar in his mouth, and certainly, taking it altogether, I never saw such a piratical-looking population before. Dark, swarthy, thin, whiskered, smoking, dirty, reckless-looking men; and filthy, ragged, screaming negroes and mulattoes, crowded even Rue de Chartres, where our lodgings were, and made it a very unpleasant quarter to be in. Notwithstanding it was Sunday, the market was open, and there I saw green peas (January 1st [1835]), salads, bouquets of roses, bananas from Havana [sic], and various good things that reminded me I was in the 30th degree of N. lat.

Featherstonhaugh (1844, pp. 256-257, 271), though very impressed with the Mississippi Delta and its “14,000 square miles” of low alluvial country, cheerfully boarded the steamer *Otto* on 7 January 1835 at the Rigolets to proceed to Mobile. His impression of the chain of islands passed during the journey were not noted but he remarked that the

. . . sea was very high in the Gulf of Mexico, and as cross and troublesome as [he had] ever seen . . . we shipped a great deal of water, and some of the passengers began to entertain apprehensions that the steamer would founder; in fact if she had been as flimsy as many of those that ply upon the Mississippi, we should have stood very little chance of being saved.

8.26 Contemporary Shipping (1834–1840)

On 4 March 1836, the *Times-Picayune* reported that 12 vessels had cleared the Crescent City basin. The schooners *Robert Center* and *Swan* sailed for Franklin and Mobile, respectively. New-York bound vessels included the ship *Yazoo*, brigs *Only Son* and *Pandora*, and schooner *Rebecca*. Philadelphia bound watercraft included brigs *Independence* and *Swan*, and schooner *Vincent*. Two cleared for Connecticut ports; the brig *Hanford* (New Haven) and schooner *Potomac* (*Hartford*). Only one cleared for Europe; the ship *Shannon* (Captain Stone) bound to Liverpool (Marine List, 1836, p. 3). Arrivals published on the same date included five schooners from Mobile; *A. Jackson*, *Alexander*, *Odeon*, *Anti*, and *Lousilia*. Master Pampiere sailed the schooner *Cora Ann* from the “Coast.” Inbound brigs included *Lycoming* (Boston), *North America* (New York), *Elviria* (NY), and *Lawrence Copeland*.

After the schooner *Major Barbour* entered Louisiana waters on 2 July 1838, most lately from the Brazos River, its captain distributed copies of *The Matamoras Flag* detailing activities of the American army as it evacuated “the Mexican territories” (Baltimore Sun, 1848, p. 1). On just a single day, 9 November 1838, six vessels cleared the Port of Galveston for coastwise points to the west. Just prior to that date, the steamers *Columbia* and *Cuba* commenced regular trade between the Texas port and New Orleans.

Vessels arriving in the Crescent City for the same period hailed from Baltimore, Bath [Maine], Mobile and New York (Galveston Daily News, 1880, p. 2). In mid-February 1839, eight vessels arrived at the Port of Galveston and ten cleared. By late winter 1839, the steamer *Newcastle* was fully engaged “in the Mobile and Galveston trade” (Galveston Daily News, 1880, p. 2). During 1839 and early 1840, (Galveston Daily News, 1880, p. 2) confirmed regional commerce being carried by the steamers *Corea*, *Trinity*, *Cornelia*, *Dayton*, and *Des Moines*.

New Orleans shipping reported by the Friday, 22 March 1839 issue of *True American* reflected a generally busy late spring season of inbound and outbound traffic and provided an excellent overview of imports and exports. Light draft, New York-built packets slated to sail from New Orleans to New York [“punctually every second Monday”] included the *Orleans* (599 tons, Captain S. Sears), *Alabama* (474, C. C. Berry), *Arkansas* (627, E. S. Dennis), *Saratoga* (542, W. Hathaway), *Nashville* (540, D. Jackson), and *Kentucky* (629, J. Bunker) (*True American*, 1839, p. 1).

Built “expressly for that route,” these “first class, coppered and coppered fastened” vessels could “almost invariably cross the bar without any detention,” and offered “handsome furnished accommodations, and stores of the best description” (*True American*, 1839, p. 1). Agent H. C. Ames of 48 Camp Street cautioned interested parties that:

The ships are not accountable for breakage of glass, hollow ware, marble or granite, cooperage of tin, or rust of iron or steel, nor responsible for any package or parcel, unless a regular bill of lading is executed. (*True American*, 1839, p. 1)

A U.S. force now occupied the east bank of the Sabine and the Perkins, Ours, and Swetts families had already carved out homesteads in the remote region. By way of his *Executive Order of December 20, 1838*, President Martin Van Buren established the Fort Sabine Military Reservation. Civilian and military provisions were certainly being carried on the Calcasieu River regularly. Marine intelligence published by the *Daily Picayune* on 23 October 1839 confirmed that the schooner *Emily* had just arrived in New Orleans from the Calcasieu River under the command of Captain “Lafitte.” Other vessels sailing from the west into New Orleans included the schooner *American Trader* from Galveston and the Mexican schooner *Atrevido* from Campeachy. On this date, the schooner *Jolly Sailor* cleared for Galveston. (*Daily Picayune*, 1839, p. 2)

On 30 June 1840, *TDP* announced that the schooner *Emily* cleared for Calcasieu under the command of Master Bilboa (*Daily Picayune*, 1840, p. 3). In late August of that year, the newspaper related that the schooner *Temperance* also cleared New Orleans for the Calcasieu. The master for this vessel was identified as a Mr. Gillett (*Daily Picayune*, 1840, p. 2). The *Temperance* returned to New Orleans in February 1841 from Calcasieu, now under the command of a Captain Dois (*Daily Picayune*, 1841, p. 2). Outbound from the Calcasieu, Master Gillett would bring the *Temperance* back to New Orleans by 15 August 1841 (*Daily Picayune*, 1841, p. 2). Three days later, Captain Gilbert cleared the Crescent City for Calcasieu at the helm of the *Temperance*, while Captain Rines sailed the brig *Emilio* to its destination of Vera Cruz (*Daily Picayune*, 1841, p. 2). In its discussion of vessels inbound from points East, a Washington, District of Columbia newspaper suggested a

. . . tolerable roadstead and anchorage ground for large ships when, entering westwardly [sic], they shall have passed a line drawn from the eastern boundary of the State of Mississippi, across to the most western portion of the Chandeleur Islands, and under shelter of which islands the most ample security is obtained”. (*Daily National Intelligencer*, 1840, p. 2)

8.27 Society of Saint Bernard Parish (1840)

The sixth national census for the “Parish of St. Bernard” related that only 3,237 residents lived in the very undeveloped jurisdiction. Included in this aggregate, 406 “free-white” males (15 to 69 yrs.) were recorded by the Federal marshal charged with conducting the October 1840 census. Only 33 “free-colored” males that included children were recorded. With respect to “slave” demographics, 1,297 males were reported compared to 840 females. The majority of surnames appeared to be Spanish, Portuguese [including Canary Islander], French or Acadian in origin (National Archives and Records Administration, 1967).

Mostly decipherable entries for surnames and some heads of families included; Vincent Morris, Anthony Thiel, Francis Morales, [?] Carthagena, [?] Sanchez, [?] Nuñez, Santiago Nuñez, Felix Gonzales, Juan Alphonso, Francisco Alphonso [sr. and jr.], Thomas Garcia, Joseph Manero, Jean Carretta, Jacques Toutant, [?] Bienvenue, [?] Perez, Manuel Ojeda, Juan Gutierrez, De St. Germain, Lopez, Joseph Hernandez, Gusman, Chalaire, Rodriguez, Saucier, Boutillier, Duchamel, Joseph Cantrelle, Bourg, Hilligsber, Treime, Frederich [?] Roy, Villere, Averit, Languille, and Lombard (National Archives and Records Administration, 1967).

Only seven employment categories were enumerated as follows; mining (zero), agriculture (1432), commerce (21), manufactures & trades (175), navigation of the ocean (zero), navigation of canals, lakes, and rivers (14), and “learned” professional engineers (5) (National Archives and Records Administration, 1967).

8.28 Status of Sabine Pass Region (1840)

Attention to the western “boundary” of Louisiana coincided the same year as Calcasieu Parish’s erection. In 1840, Calcasieu was carved out of western St. Landry Parish. At that time, a joint commission authorized by the United States and the Republic of Texas commenced an official survey of the boundary between Louisiana and Texas. Begun in May 1840 at the mouth of the Sabine River, the survey was completed in June 1841 some “106 miles due north from the point of 32° on the Sabine near Logan’s Ferry” (Jackson J. M., 2003, p. 246).

In contrast to St. Bernard Parish, a map ultimately produced by U.S. topographical engineers Thomas Jefferson Lee and James Duncan Graham confirmed the very remote aspect of the most western extremity of Louisiana. Four distinct developed sites could be discerned; “City of Sabine,” “Texan Custom House,” “U.S. Custom House Cap.¹ Green’s formerly Cantonment of Detachmen [sic] 3rd Reg.¹ U.S. Infantry, and “D.¹ Everett’s” (Lee and Graham, 1840).

The latter site was described as a dwelling, specifically, as of February 1840. The chart’s lengthy title provides its best description; “Map of the River Sabine from its mouth on the Gulf of Mexico in the sea to Logan's Ferry in latitude 31°58'24" north: shewing the boundary between the United States and the Republic of Texas between said points: as marked and laid down by survey in 1840, under the direction of the Commissioners appointed for that purpose” (Lee and Graham, 1840).

8.29 Contemporary Commodity Trade and Relevant Shipping

Despite the remote aspect of the Sabine site, the New-Orleans Price-Current and Commercial Intelligencer published on 6 February 1841 verified a thriving and complex economy among diverse local, regional, and international trading partners (Cook and Levy, 1841; Figure 28). The broadside provided confirmation of 44 ships then anchored at Crescent City docks poised to sail to *just* British and French ports (Cook and Levy, 1841); Figure 29). Coastwise shipping and imports for late 1840–early 1841 were illustrated by a featured column (Cook and Levy, 1841; Figure 30).

New-Orleans Price-Current and Commercial Intelligence.

Wholesale Prices - Saturday, February 6, 1841.

Exports of Cotton from New-Orleans, From 1st October, 1840 - and same time in 1839.

Main table of wholesale prices for various commodities including sugar, coffee, oil, and other goods.

Exports of Cotton from New-Orleans, From 1st October, 1840 - and same time in 1839. Table showing quantities and values for different destinations.

Exports of Tobacco from New-Orleans, From 1st October, 1840 - and same time in 1839. Table showing quantities and values for different destinations.

Exports of Sugar and Molasses, From New-Orleans - from 1st October, 1840, to date. Table showing quantities and values for different destinations.

Comparative Statement of the Receipts, Exports, and Stocks of COTTON, of the following places, at the dates annexed. Large multi-column table with sub-tables for ports and comparative numbers of vessels.

Figure 28. New-Orleans wholesale markets, 6 February 1841. (Cook and Levy, 1841.)

VESSELS UP FOR FOREIGN PORTS.

S H I P S .

Taina, Cayol,	Bordeaux, 7th inst.
Wellington, M'Intyre,	Liverpool, next week.
Champlain, Brown,	Liverpool, next week.
Mohawk, Sampson,	Marseilles, 7th inst.
North America, Baker,	Liverpool, 7th inst.
Cassandra, Rogers,	Liverpool, next week.
Lyons, Agry,	Liverpool, 8th inst.
Pioneer, Graham,	Havre, next week.
Queen Victoria, Thompson,	Liverpool, 8th inst.
Trenton, Manson,	Liverpool, 7th inst.
Concordia, Payne,	Liverpool, next week.
Cato, Hallet,	Liverpool, next week.
Oceana, Hammond,	Havre, next week.
William and Elizabeth,	Liverpool, next week.
Maryland, Ball,	Havre, next week.
Berwick, Harding,	Liverpool, next week.
Princess Louise, Rodbertus,	Hamburg, next week.
Denmark, Frost,	Liverpool, next week.
Hanover, Drummond,	Havre, next week.
Henry Bliss, Smith,	Liverpool, next week.
Powhattan, M'Carren,	Liverpool, next week.
Peruvian, Wootten,	Liverpool, next week.
Ohio, Lyons,	Liverpool, loading.
Belmont, Armstrong,	Liverpool, loading.
Gondola, Rennie,	Liverpool, next week.
Manchester, Bosworth,	Liverpool, next week.
Phoenix, Shaw,	Liverpool, loading.
Pauline, Cugnot,	Havre, loading.
Mary, (bark) Johnson,	Liverpool next week.
Dumfriesshire, Gowan,	Liverpool, next week.
Elizabeth, Sinclair,	Liverpool, next week.
Lehigh, Plummer,	Liverpool, loading.
North Star, Benedict,	Liverpool, loading.
Orozimbo, Marcy,	Liverpool, next week.
Columbia, (bark) Cromar,	Liverpool, loading.
Globe, (bark) Sibley,	Aberdeen, next week.
Alex. Grant, Fountain,	Liverpool, loading.
Aurelius, Crowell,	Havre, loading.
Hindoo, Fitch,	Havre, loading.
Intrinsic, Davidson,	Liverpool, loading.
Lord Seaton, Fitzsimmons,	Liverpool, loading.
Shakspeare, Miner,	Liverpool, loading.
Wakona, Borland,	Havre, loading.
Glasgow, (bark) Douglas,	Hull, loading.

Figure 29. Outbound ships poised to sail to the United Kingdom and France on 6 February 1841.

(Cook and Levy, 1841.)

Imports into New Orleans
From the Interior—From 1st Oct. 1840, a

ARTICLES.	This Season.	Last Season.		
Bacon, assorted,..... hhds. casks boxes	1303	1314		
Bacon Hams, hhds. and boxes	1051	863		
Bacon, in bulk,..... lbs.	263500	264650		
Bagging, Kentucky, pieces	21619	23536		
Bale Rope, Kentucky, coils	18747	15777		
Beef,..... bbls.	24187	2551		
Beans,..... bbls.	7809	922		
Butter,..... kegs and firkins	8278	2547		
COTTON	{	Louisiana and Mississippi, ... bales	586367	420078
		Lake,..... bales	1698	2984
		N. Alabama and Tennessee, ... bales	25727	32935
		Arkansas,..... bales	4987	8081
		Mobile,..... bales	1411	320
		Florida,..... bales	253	989
		Texas,..... bales	892	1533
Coru, sacks and bbls.	128373	138660		
Flour, bbls.	195803	115118		
Hides,.....	24581	8007		
Lard, kegs	128035	48707		
Lead, Pig,..... pigs	135426	73540		
Oats,..... bbls.	25450	15715		
Pork,..... bbls.	68583	11254		
Pork, in bulk, lbs.	2848529	1023000		
Sugar, hhds.	24789	22324		
Tobacco, Leaf,..... hhds.	5987	1363		
Tobacco, bales	68	---		
Wheat, bbls. and sacks	759	3593		
Whiskey, bbls.	25743	7905		

Figure 30. Coastwise shipping and New Orleans imports, 1840–1841.
 (Cook and Levy, 1841.)

8.30 “A Strange Story of The Sea,” June 1841

On 1 June 1841, the ship *Charles* of Bath, Maine departed New Orleans “with a cargo of 65,000 staves, 75,000 feet of lumber, and a lot heading and wheel stokes” (Castellanos, 2006, p. 182). *Charles* was bound for Bordeaux and was observed from the Balize, as was *Louis Quatorze*, which entered the Gulf at the same time. Some days later, the towboat *Tiger* directed its course to a vessel headed for Southwest Pass before dawn and discovered that it was the abandoned *Charles*. After assessing the scene, which revealed numerous blood pools and evidence of foul play, and that all luggage, trunks, mattresses, and clothes were gone,

. . . the *Tiger* very properly put to sea and cruised for some five or six hours. In the course of this search, at a distance of about ten miles from the *Charles*, a boat, identified as one belonging to that vessel, and in it a dog said to have been the property of one of the passengers, were picked up. (Castellanos, 2006, p. 183)

Charles was towed back to New Orleans but not before the steamboat *Neptune*, *Merchant*, and a local schooner embarked on a cruise scouring the nearby coast looking for probable murderous pirates. In reaching the Gulf, *Merchant* encountered the U.S. brig *Consort*, and at some juncture news was received that “The expedition there [Balize] heard of a marauding party encamped on Lime Kiln Bayou, in the vicinity of the Chandeleurs. The party [three vessels] immediately directed their course thither, and arrived at the bayou at night” (Castellanos, 2006, p. 185). Under orders from Captains Hozey and Thacker, and General Persifor F. Smith, an encampment along the shoreline was raided. In the aftermath of the surprise attack, the facts appeared to be that four innocents were enjoying “saltwater air” at the advice of a physician and simply oystering on the nearby Chandeleurs. Tragically, one of the campers [New Orleans elite] was killed by musket shot and there were several injuries inflicted by a sword and “bowie knife” (Castellanos, 2006, pp. 186-192).

A U.S. Navy officer provided an up-to-date “list of Vessels of War in the Navy of the United States” during July 1841 that also identified their respective rates (New-York Tribune, 1841, p. 1). The roster first published by the *Pensacola Gazette* remarked that these vessels “with few exception, mount more guns than they are rated” (New-York Tribune, 1841, p. 1). Sixty-eight vessels comprising “The American Navy” are identified in **Error! Reference source not found.**, which includes the previously mentioned U.S. brig *Consort*.

Table 2. U.S. Navy vessels

Name	Guns
Ships of the Line	
<i>Franklin</i>	74
<i>Washington</i>	74
<i>Columbus</i>	74
<i>Ohio</i>	80
<i>North Carolina</i>	80
<i>Delaware</i>	80
<i>Alabama</i>	80
<i>Vermont</i>	80

Name	Guns
<i>Virginia</i>	80
<i>Pennsylvania</i>	120
Razee	
<i>Independence</i>	54
Frigates of the First Class	
<i>United States</i>	44
<i>Constitution</i>	44
Frigates of the First Class	
<i>Guerriere</i>	44
<i>Java</i>	44
<i>Potomac</i>	44
<i>Brandywine</i>	44
<i>Hudson</i>	44
<i>Santee</i>	44
<i>Cumberland</i>	44
<i>Sabine</i>	44
<i>Savannah</i>	44
<i>Raritan</i>	44
<i>Columbia</i>	44
<i>St. Lawrence</i>	44
<i>Congress</i>	44
Frigates of the Second Class	
<i>Constellation</i>	36
<i>Macedonian</i>	36
Sloops of War of the First Class	
<i>John Adams</i>	20
<i>Boston</i>	20
<i>Lexington</i>	20
<i>Vincennes</i>	20

Name	Guns
<i>Warren</i>	20
<i>Natchez</i>	20
<i>Falmouth</i>	20
<i>Fairfield</i>	20
<i>Vandalia</i>	20
<i>St. Louis</i>	20
<i>Concord</i>	20
<i>Cyane</i>	20
<i>Levant</i>	20
Sloops of War of the Second Class	
<i>Erie</i>	18
<i>Ontario</i>	18
<i>Peacock</i>	18
Sloops of War of the Third Class	
<i>Decatur</i>	16
<i>Preble</i>	16
<i>Yorktown</i>	16
<i>Marion</i>	16
<i>Dale</i>	16
Brigs and Brigantines	
<i>Dolphin</i>	10
<i>Porpoise</i>	10
<i>Boxer</i>	10
<i>Pioneer</i>	--
<i>Consort</i>	--
Schooners	
<i>Grampus</i>	10
<i>Shark</i>	10

Name	Guns
<i>Enterprise</i>	10
<i>Experiment</i>	--
<i>Flirt</i>	--
Schooners	
<i>Wave</i>	--
<i>Otsego</i>	--
<i>Flying Fish</i>	--
Steamers	
<i>Missouri</i>	20
<i>Mississippi</i>	20
<i>Fulton</i>	6
<i>Poinsett</i>	4
Store Ships	
<i>Relief</i>	--

"The American Navy" as of July 1841 (New-York Tribune 29 July 1841:1).

8.31 Status of the Louisiana-Texas Border

In its introduction of the historic 17 September 1842 "Address of John Quincy Adams" regarding public lands, nullification, and Louisiana-Texas border issues, a Boston journal commented that,

It represents more at large the views of that statesman in reference to the Texas question, and may be considered to embody the opinions which are entertained concerning the course of American diplomacy on the Mexican-Texan question by those who have been inveterately opposed to the annexation of the that territory to the American union. (Niles' National Register, 1842–1843, pp. 135–136)

At its heart, Adams's speech clearly explained the complex and lengthy international and domestic political negotiations centered on the dispute of the western boundary of Louisiana. In addition, this masterful address touched on the hot topic of slavery that had been regrettably associated with Sabine River commerce for decades. In particular, this excerpt foreshadowed events slowly coalescing into civil war by spring 1861,

[Andrew] Jackson had entered upon his office of chief magistrate, the friend of a judicious tariff--of a national bank--of internal improvement, and of a free domestic industry; but with the dream of dismembering Mexico, and of restoring slavery to Texas, and of surrounding the south with a girdle of slave states, to eternize the blessings of the peculiar institutions, and spread them like a garment of praise over the whole North American union. (Adams quoted in: Niles' National Register, 1842–1843, p. 139)

Previously, consular dispatches originating at Vera Cruz and reporting “an abundance of rumors against the Yucatan, Texas and the United States” reached the nation’s capital (Niles’ National Register, 1842, p. 16). Mexican officials alleged “All the Texan prisoners had been liberated” even though yellow fever claimed some; which made the gesture especially disingenuous. Concurrently, Mexican minister plenipotentiary to the United States Don N. Almonte “was ordered to the Texan frontier” (Niles’ National Register, 1842, p. 16).

In this dangerous interval, the “new” British consul [Elliott] arrived at New Orleans on 5 August 1842 before his voyage “to the new republic” (Niles’ National Register, 1842, p. 16). In contrast and oblivious to the crisis to the west, a “party of gentlemen sailed on the 12th ultimo from New Orleans, with a design to visit and examine the ruins of Palenque” (Niles’ National Register, 1842-1843, p. 16). By 22 August, the brig *Alexandria* arrived at the Crescent City where its crew related observing “a large new iron steamer, upon the coast of Yucatan, fully manned and armed, supposed to be the *Guadaloupe*, from England” (Niles’ National Register, 1842, p. 51). That troubling rumor coincided with this intelligence,

Agents of the Mexican government have had two or three steam frigates constructed in England, fitted and manned there, for carrying on their operations against Texas and Yucatan. One of those steamers it is believed has escaped the vigilance of the British authorities and arrived in the Gulph of Mexico. (Niles’ National Register, 1842, p. 51)

A shipment of specie amounting to \$130,000 reached New Orleans on 12 September aboard the brig *Apalachicola*. Before leaving Tampico, the brig’s captain fell violently ill and died shortly after arriving at its Louisiana destination. Passengers aboard the *Apalachicola* compelled the mutinous crew “to bring her in” successfully thwarting a scheme to abscond with the brig and specie (Niles’ National Register, 1842, p. 64). Several days later, the steamer *Medway* arrived at the mouth of the Mississippi from Vera Cruz (Figure 31) without reporting difficulties during its passage. Sailors aboard the vessel did confirm that the “war steamer *Guadaloupe*” was poised to sail for Galveston; and that an expeditionary naval force of “two steamers, two brigs, and three schooners of war” plus troop transports were soon cruising to the coast of Texas (Niles’ National Register, 1842–1843, p. 83).



Figure 31. Kendall map produced 1845, showing coast between the mouth of the Mississippi and Vera Cruz. (Courtesy of Barry Lawrence Ruderman Antique Maps.)

8.32 Contemporary Casualties and Shipping

The ship *Jane Rose* [or *Ross*] arrived at New York on 12 September 1842 from New Orleans. A “Merrill” commanded the vessel loaded with goods assigned to J. P. Elwell. Another inbound vessel, lately from the Gulf, was identified as the bark *Sabine* (New York Herald Tribune, 1842, p. 3). The “Disasters at Sea” column regularly published by the *Sailor’s Magazine and Nautical Journal* provided relevant shipwreck notices and shipping news for autumn 1842. Marine casualties associated with the project areas follow

Steamer Merchant, Boylan, from New-Orleans, 2d Oct. for Galveston, next day sprung a bad leak, and on the 4th was run ashore on West Temalier, where she went entirely to pieces. Eight of the crew and passengers lost . . . Schr. Olympic, of Mobile, in going from the lake, New-Orleans, on the 12th Oct. carried away her main-mast, and went ashore on Chandelier [sic] Island, and was wrecked. (*Sailor’s Magazine and Naval Journal*, 1843, p. 149)

Shipping related to Louisiana identified “the ship Havre, M’Kown, of and for New-Orleans, lying at the port of Bordeaux,” which was burned to the water’s edge on 20 October 1842 as it prepared to sail to New Orleans in ballast (*Sailor’s Magazine and Naval Journal*, 1843, p. 149). The brig *Creole* “supposed of New-Orleans, [Master] Riddles” was “totally wrecked with several other vessels in a severe gale Oct. 26” at Madeira (*Sailor’s Magazine and Naval Journal*, 1843, p. 151). In its passage from Havre to New Orleans, the barque *St. Clair* (of New Orleans) commanded by Captain Gaspar grounded on the northeast coast of Cuba during a gale on 4 November 1842. The barque’s crew and passengers were rescued and taken into Havana (*Sailor’s Magazine and Naval Journal*, 1843, p. 150). According to Honduras sources, several vessels were lost near Catouch [sic] prior to 13 November 1842 including the ship *William Penn* of New Orleans (*Sailor’s Magazine and Naval Journal*, 1843, p. 151). The barque “Isidore, Foss, of and from Kennebunk 30th Nov [1842]” was lost that night on Cape Neddock (*Sailor’s Magazine and Naval Journal*, 1843, p. 151). Contemporary litigation identified an outbound vessel, whose crew may have fostered runaway slaves. In *WINSTON ET AL. V. FOSTER, CAPTAIN, AND OWNERS, “ST. MARY” (SHIP)*, the plaintiff (New Orleans slave owner) petitioned the Louisiana Supreme Court to award damages related to the loss of a young black male, whom “she” alleged had been carried to New York aboard the ship *St. Mary’s* (Earl K. Long Library Collections, 2002-2010).

Shipping related to just coffee and sugar imported into British ports during 1842 included the number of vessels and total tonnage “of each nation employed in its exportation” from Rio de Janeiro. Statistics compiled by the Economist of London identified six U.S. ports participating in those commodity markets. American trading partners [ports] included Baltimore, Boston, Charleston, New Orleans, New York, and Philadelphia. Shipping related to 24 vessels carrying 95,668 bags of Brazilian coffee, ultimately bound for British ports during 1842; and associated with the Port of New Orleans is shown in Table 3.

Table 3. British coffee imports

American Bottoms	Danish Bottoms	Spanish Bottoms	Swedish Bottoms
19	3	1	1
Total Tonnage Linked To New Orleans			
7,789	1,061	246	417

British imports of coffee associated with the Port of New Orleans during 1842. (Economist, 1844, p. 484.)

On 26 July 1843, New York port records identified Gulf shipping that had just arrived at the busy northeastern American harbor. Vessels included the ship *Auburn* from New Orleans [15 days] “with cotton, to Johnson & Lowden,” bark *Rolla* from New Orleans “with cotton and tobacco,” brig *Monaco* “23 days from New-Orleans, with corn and shingles, to R. P. Buck,” brig *Meteor* “23 days from Franklin, La, with sugar and molasses, to D L Sayre,” and the schooner *Staunch* “20 days from Mobile, with lumber.”

Spoken vessels hailing from New Orleans and Mobile, respectively, were *La Duchess* for Havre and schooner *Jubilee* for Hartford. Alternately, the bark *Sabine* cleared for the Gulf with a final destination of “Tobasco,” as did *La Grange* that was sailing for the Rio Grande (New York Daily Tribune, 1843, p. 3).

Case law concerning the payment of wages to a pilot during 1843 confirmed that the steamboat *Pioneer* was operating off the Sabine River during that year. Before grounding the vessel in the subject waterway in early February, causing a considerable delay, facts suggested that the pilot had bragged to a New Orleans captain that “he knew the channel as well as any man living” (Robinson, 1846, pp. 128-129).

Pioneer was refloated and the pilot ascended the Sabine to take on some 279 bales of cotton at which point then the steamer descended the river and transited to Galveston. At this date, “Texas had declared her independence, and maintained it by her arms” for over seven years; and this autonomy had promoted a flourishing maritime trade in this manner

Her separate existence, as an independent State, had been recognized by the United States and the principal Powers of Europe. Treaties of commerce and navigation had been concluded with her by different nations, and it had become manifest to the whole world that any further attempt on the part of Mexico to conquer her, or overthrow her government, would be vain. (Congressional Globe, 1845, p. 5)

A story circulated in Louisiana during autumn 1843 suggesting that “pirates” were still harassing shipping in the northern Gulf; and that they still favored the remote Chandeleurs. The editor of a New Orleans paper alluded to the contemporary Federal revenue cutter assigned to the region with this humorous note

DEPUTRON.- Many of our readers will remember this genius. We have information through a private source of him and his doings. A passenger from the Havanna, who was in this city at the time of DePutron’s famous trial, informs a pilot at the Balize, that previous to leaving Havana he saw DePutron there in a suspicious looking craft, and that he was bound for the gulf. This may or may not be true, but if the hopeful leader of the Chandeleur ‘hunting and fishing party’ is on any unlawful enterprise, he had better keep an eye to windward for Capt. Taylor and the little Vigilant. (Daily Picayune, 1843)

The Economist (1843, p. 201) published an interesting story entitled “International Trade” that highlighted common business practices between Britain and its trading partners. In particular, America [and New Orleans] was singled out to exemplify 1843-era supply and demand principles as such

A great part of the coffee imported from Cuba and Brazil, as well as the greatest part of the tea and silk imported from China, direct to America in American ships, and consumed by the Americans, are paid for indirectly by British manufactures. A merchant in New Orleans consigns a cargo of cotton to a merchant in London, with whom he thereby establishes a credit; he orders a cargo of coffee to be shipped from Rio de Janeiro to New Orleans, and requests his agent there to reimburse himself by drawing bills on his London correspondent; these bills are then remitted to England in payment of goods imported to Brazil. We thus pay for American cotton imported into London by our manufactures sold in the Brazils. (*Economist*, 1843, p. 210)

8.33 Matilda Charlotte Houstoun's Gulf Voyage (1843–1844)

Texas and the Gulf of Mexico; Yachting in the New World chronicled the mid 19th-century trans-Atlantic passage to the West Indies and subsequent voyages to Galveston [via New Orleans] by an English woman. Her narrative provided a first-hand account of relevant maritime patterns and also touched on coastwise travel along the current project areas.

On 13 September 1843, intrepid traveler Matilda Charlotte Houstoun [or Houston] embarked aboard the *Dolphin* at the Port of Blackwall, England. The 219-ton schooner yacht measured 100-feet long with 12-foot draft and carried six guns. Twenty-four “souls” in total were aboard; the crew, Mrs. Houstoun, her personal maid, a St. Thomas “negress” named Nancy serving as a stewardess for Mrs. Houstoun, the master, and a surgeon (Houstoun, 1844, pp. 4–5, 12).

The first passage to Madeira was completed by 26 September, when the *Dolphin* was “brought up in Funchal Roads” (Houstoun, 1844, p. 17). After a brief stay, the vessel sailed to Barbadoes [sic] arriving there by 2 November 1843 and in the same way, sailed onto Jamaica arriving by 11 November. The party pressed onto Cuba but encountered heavy squalls near Cape Corrientes by 26–27 November. Blown off the direct [and safest] course to San Antonio, the entire company elected to sail onto New Orleans. (Houstoun, 1844, pp. 51, 73, 113–116) Immediately, Houstoun (1844, pp. 116–117) remarked that,

The change was delightful; we had the wind with us, and skipped along beautifully, seven, eight, and nine knots an hour, a few double reefs, but nothing to signify. Nov. 30. Fresh breezes and fine, sounded, no bottom, at thirty-five fathom. In the afternoon, double reefs again in mainsail. Dec. 1. Sounded, forty-five fathom, mud, altered course and set square sail. Three o'clock P.M. received a pilot on board. Saw a lighthouse on starboard bow; at five o'clock we brought up off Belize [sic] in three fathom water, furled sails, cleared decks and set the watch. And this was the Mississippi! The giant river of which I had heard so much! It really was very disappointing; mud, and reeds, and floating logs, yellow fever, dampness and desolation! I believe there are about two hundred souls in this wretched little village of Belize [sic], at least fifty of them are pilots. They go very far out to sea, and their boats, though not handsome, are well built and safe. The chief officer of the customs, and the great man of the place, came on board immediately and was most kind in his offers of assistance.

Dolphin then prepared to sail up the river to New Orleans, which Houstoun (1844, p. 121) described as “a mode of voyaging” against “contrary winds [that] frequently occupies a considerable length of time.” Sailing instead of steaming “caused great astonishment,” but the former mode was preferred by the captain and his passengers in that it was “much more agreeable [quieter] and independent” (Houstoun, 1844, pp. 122–123); Figure 32). Upon reaching New Orleans by dusk on 5 December 1843, Houstoun (1844, pp. 138–139, 165–166) related her initial sight of the famous American city, the radical change on the next morning, and meeting with a Texas commodore, as such,

The first view of the town from the river is very striking; I think I never saw, in any other, so long and continuous a line of large, and even grand looking buildings. The innumerable lights which gleamed from the houses and public buildings, and which were reflected on the river, were to us, so long unused to the cheerful aspect of a large and bustling city, a most welcome sight. Dec. 6. If New Orleans appeared delightful to us by the light of its gas-lamps, what did it not do when seen in the face of day! It was the busiest scene! Such forest of masts! Such flaunting colours and flags, of every hue and of every country! Really, as the Yankees say, ‘Orleens [sic] may stump the univarse [sic] for a city.’ Five tier of shipping in the harbor! This is their busiest time for taking in cargo. There is a beautiful corvette lying near us, a long low hull, and raking masts; at the mainmast is flying a small flag, with one star on its brilliant white ground; it is the star of the young Republic of Texas It is the gig of the Texan Commodore. He had sent a lieutenant from the San Jacintho [sic], with many kind offers of assistance and civility His countrymen and the Mexicans are continuing a desultory warfare, and with but little present prospect of coming to an amicable settlement.

On 13 December 1843, the *Dolphin* sailed downriver and reached the “South-West pass” by late afternoon, 15 December. The voyage to Galveston then commenced at the rate of some nine to ten knots per hour, and the windless passage along the southwestern coast of Louisiana and southeastern coast of Texas was described in this way,

The land of Texas is very low, and the Guide books mention three trees, the only ones on the island of Galveston, as a landmark. For these signs of vegetation we were anxiously looking on the morning of the second day from our leaving the river. In the mean-while, a man was kept almost constantly in the chains sounding for bottom. This precaution is I believe highly necessary in this part of the Gulf. Late in the evening we sounded in ten fathom water. Dec. 18. Sounding all the morning—ten fathom, then eight,—seven—and five, in quick succession. (Houstoun, 1844, pp. 182–184)

Upon reaching Galveston, the *Dolphin* waited three hours for a pilot to assist its entry into the harbor. Eventually, “a large steamer, the New York” hailed the schooner to negotiate the “moderate sum of one hundred dollars!” to carry the *Dolphin* over the bar. This *deal* was declined, however, an English pilot offered a second offer that was accepted. In the interim, a “strong northerly wind” had blown so much water out of the harbor that the veteran pilot elected to “trip” the *Dolphin* (Houstoun, 1844, pp. 187–190); described here,

This operation consists in running the guns forward, and shifting the ballast; thus she was put on an even keel, and the chances of her bumping (as it is called) on the bar are considerably lessened. The crossing the formidable impediment was a moment of great excitement. The lead was thrown into the sea without intermission; it was ‘by the mark four’—‘quarter less three’—‘by the mark two’—‘quarter less two,’ called out rapidly one after another, by the man in chains.

Over the course of the Houstons' sojourn in Galveston (Figure 33), a ship arrived with 115 "emigrants, shipped by the authorities from France" that the author described as "a motley group; most of them well clothed, and one and all looking cheerful and happy" (Houstoun, 1844, p. 281). Despite "very disagreeable" reoccurring "sea fogs," the large English corvette *Electra* managed to arrive at "the Texan coast" on 9 January 1844 (Houstoun, 1844, pp. 304-305). In the same period, onlookers could see,

. . . lying in the harbor of Galveston, a brig and a steamer, both vessels of war; they were both aground, and were literally falling to pieces for want of repair, a prey to marine insects and vermin of all kinds. A little money, and a very slight degree of exertion, expended in time, would have saved two valuable vessels to the Republic. (Houstoun, 1844, p. 308)

Houstoun (1844, p. 309) related somewhat recent news about a shipwreck "on shore on the island about ten miles from Galveston city." In that case, a "large steamer" owned by a Galveston merchant "broke up, as a heavy norther was blowing at the time, and very little of her besides her engine [and bales of cotton] was saved" (Houstoun, 1844, p. 309). On 26 January 1844, the *Dolphin* passed over the bar with no difficulties, "spoke" the *Electra*, and "steered a direct course to the southwest pass of the Mississippi" (Houstoun, 1844, p. 313). At the conclusion of her adventure, Houstoun (1844, pp. 313-314) glibly remarked that,

If we escape the dangers of plague, pestilence, famine, and shipwreck, and live to return to Texas, I shall, I have no doubt have something more to say about the young Republic. 'It's a fine country and that's a fact.'

An advertisement dated 9 March 1844 advised readers that Willmer and Smith of Liverpool "were prepared to receive and ship, with great punctuality and despatch, Boxes, Parcels, Specie, and Packages, of every description, to all parts of the United States, Canada, the West Indies, and South America" (Economist, 1844, p. 576). The firm's notice stressed its strong "connexion" with six American cities that included *only* one Gulf port; New Orleans (Economist, 1844, p. 576).

Concurrently, brisk American and Republic of Texas trade continued to ply along the latter coast, and by the mouths of the Sabine and Calcasieu rivers. Despite the hazards of shoaling in that region and the threat of roaming Mexican corsairs, the monetary rewards outweighed risk in many circles. In early August 1844, the schooner *Fur Trader* arrived at the Port of New Orleans under the command of Captain Cobb. The vessel had cleared Galveston, stopped at Calcasieu, and had sailed onto New Orleans "in ballast, to John Comegys & Co." (Daily Picayune, 1844, p. 3).

8.34 Texas and the Sabine River (1845)

As the year 1845 commenced, the Sabine River still "formed a part of the south-western boundary line of the United States" (Haskin, 1879, p. 77). Separate and self-governing, Texas had "declared her independence from Mexico nine years before" although an initial application to join the United States had been refused. However, during the 1844-1845 legislative session, "the subject was again agitated" (Haskin, 1879, p. 77). Just before Christmas Eve 1845, the bill admitting Texas into the Union passed in both houses of the U.S. Congress "immediately received the president's signature, constituting her the twenty-eighth state" (Haskin, 1879, p. 77).

In the interim, the principal Mexican envoy to the United States vigorously protested in March 1845 the U.S. Congress's joint resolution "providing for the annexation of Texas" on behalf his government; ultimately leaving America for Mexico. (Haskin, 1879, p. 77) As Texas political leaders optimistically constructed a constitution,

[President James K. Polk] deemed it his duty to afford her protection and defense, and accordingly order a military force to her western frontier, to take post between the Nueces river and the Rio Grande, with orders to repel any invasion of the Texan territory which might be attempted from Mexico unless she were the aggressor. (Haskin, 1879, p. 77)

In early summer 1845, Brevet Brigadier General Zachary Taylor "had assembled an army of two thousand on the border between Louisiana and Texas, supposedly to protect Texas" if the latter's congress accepted the U.S. annexation offer (Baker V. R., 2000, p. 59). By summer's end 1845, the U.S. army "was sending all spare troops to Texas" (Baker V. R., 2000, p. 59). In his historic 2 December 1845 speech regarding Texas and the timeline of events, President Polk remarked that "[o]ur squadron in the gulf was ordered to co-operate with the army". (Congressional Globe, 1845, p. 5)

Previously, in late August 1845 "companies A, B, D, and E, 1st artillery" had been called to that service, "and in obedience thereto embarked [1 September] on the United States storeship *Lexington* at New York" (Haskin, 1879, p. 78). Along with "three companies of the 2d artillery," the first-mentioned parties arrived at St. Joseph's Island on 4 October 1845 (Haskin, 1879, p. 78). Over the course of the next five months, the command of General Zachary Taylor was "steadily increased in number" presumably facilitated by American vessels (Haskin, 1879, p. 78). Stationed at Pensacola, Lieutenant Isaac Bowen mentioned two prominent vessels on 2 November 1845, which surely supported the troop and artillery conveyances to sites along the Louisiana coast, the Sabine River and beyond. Bowen remarked that;

Mr. D[onaldson] and myself started in the barge this morning to go on board the ship of war 'Potomac' lying at the navy yard about three miles above us towards Pensacola to return the call of some of the officers, as well as to look at a ship of war in full trim . . . Pensacola harbor is the best in the Gulf of Mexico and the navy yard here is one of the most extensive in the country. The Brig Somers . . . is now anchored in sight of the fort. (Isaac Bowen quoted in: Baker V. R., 2000, p. 64.)

Non-military shipping associated with the Port of New Orleans for early 1845 (Figure 34) related relevant passages and one marine casualty occurring off the Louisiana coast. The barque *Rothschild* arrived at the Crescent City in late January/early February and reported the loss of another New Orleans bound vessel, the ship *Almira* of Portland. On 1 February 1845, the "Schr. Star, [Captain] Smith was wrecked at Barrataria [sic]." Several days later, the barque *Natchez* of Brunswick, Maine cleared Boston for New Orleans but was later found by the ship *Lorena* of Mobile in a sinking state. Rescuing the barque's captain [Snow] and crew, *Lorena* continued on its scheduled voyage to Havre.

8.35 Federal Attention to the Defense of the Gulf Coast

At the commencement of the Twenty-Ninth Congress, 1st Session on 1 December 1845, Louisiana was represented by only three House of Representatives members; John H. Harmanson, Isaac E. Morse, and Bannon G. Thibodeaux. On 2 December 1845, these and other members of the body listened to President James K. Polk's first "state of the Union" address. An excerpt regarding U.S. naval strength follows:

I refer you to the report of the Secretary of the Navy for the present condition of that branch of the national defence; and for grave suggestions, having for their object the increase of its efficiency, and a greater economy in management. During the past year the officers and men have performed their duty in a satisfactory manner. The orders which have been given, have been executed with promptness and fidelity. A larger force than has often formed one squadron under our flag was readily concentrated in the Gulf of Mexico, and apparently without unusual effort . . . I am happy to add, that the display of maritime force which was required by the events of the summer has been made wholly within the usual appropriations for the service of the year, so that no additional appropriations are required. (James K. Polk quoted in: Congressional Globe, 1845)

Under this topic, President Polk also addressed the strategic necessity to empower the American navy in order to protect the Nation's ever-growing maritime intercourse even as the coastline increased. To hammer his point home, the commander in chief stressed the value of Louisiana's principal port as such.

Neither our commerce, nor our long line of coast on the ocean and on the lakes, can be successfully defended against foreign aggression by means of fortifications alone. These are essential at important commercial and military points, but our chief reliance for this object must be on a well-organized, efficient navy. The benefits resulting from such a navy are not confined to the Atlantic States. The productions of the interior which seek a market abroad, are directly dependant [sic] on the safety and freedom of our commerce. The occupation of the Balize below New Orleans by a hostile force would embarrass, if not stagnate, the whole export trade of the Mississippi, and affect the value of the agricultural products of the entire valley of that mighty river and its tributaries. It has never been our policy to maintain large standing armies in time of peace . . . This description of force, however, cannot protect our commerce on the ocean or the lakes. These must be protected by our navy. Considering an increased naval force, and especially of steam vessels corresponding with our growth and importance as a nation, and proportioned to the increased and increasing naval power of other nations, of vast importance as regards our safety, and the great and growing interests to be protected by it, I recommend the subject to the favorable consideration of Congress. (James K. Polk quoted in: U.S. Congress, 1845, p. 39)

Within weeks, Mississippi native and future Confederate States of America president Jefferson Davis presented this apropos application to the House of Representatives,

A petition of mail carriers, masters and owners of steamboats, and merchants and others, interested in the commercial interests between the cities of Mobile and New Orleans, praying for an appropriation to remove the bar in the Gulf channel near Pass Christian. (U.S. Congress, 1845, p. 176)

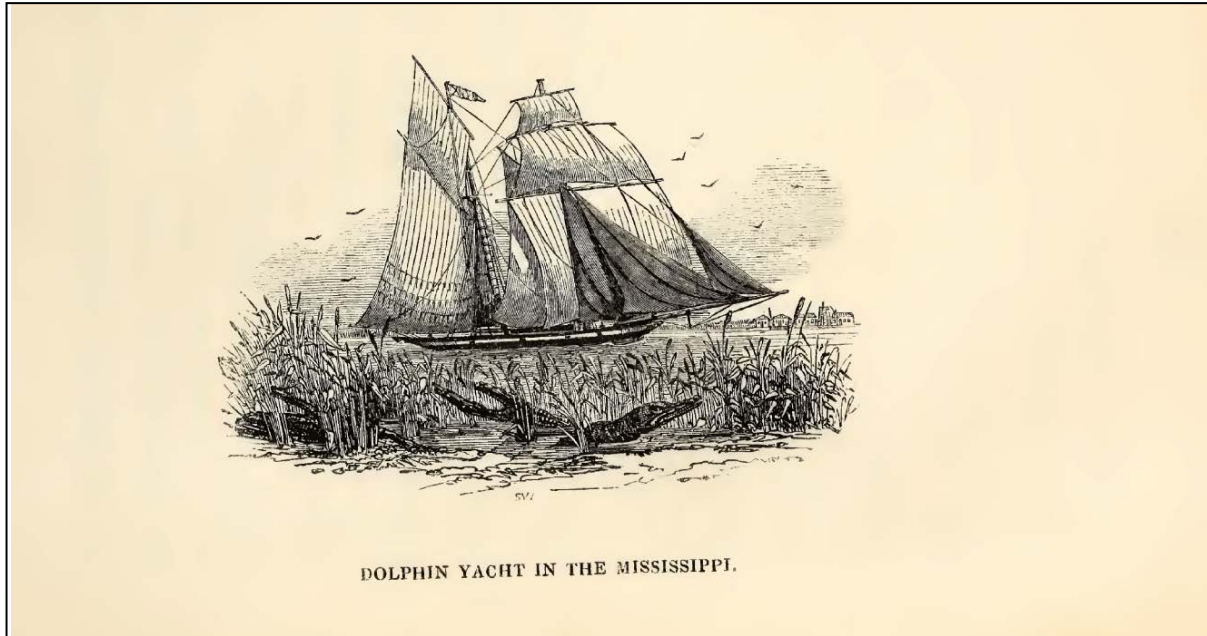


Figure 32. Sketch of the schooner yacht *Dolphin*, ca. 1843.
(Houstoun, 1844, p. 122a)

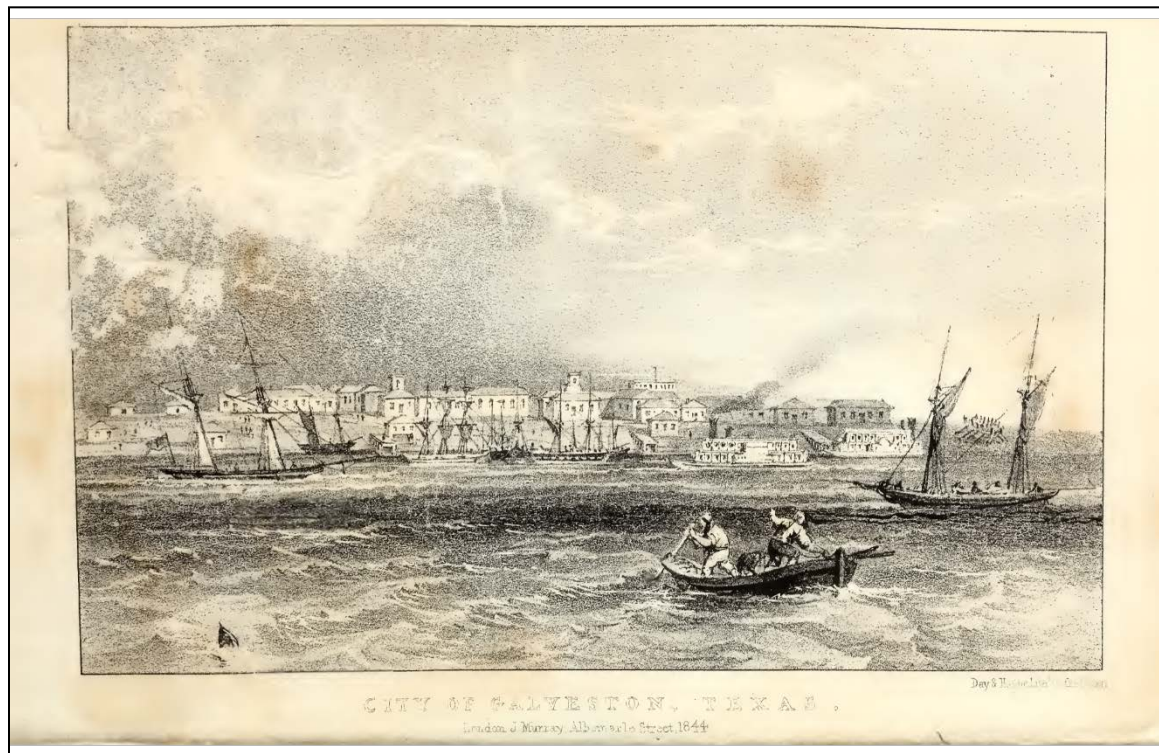


Figure 33. View of "City of Galveston, Texas" ca. 1844.
(Houstoun, 1844, p. n.p.)



Figure 34. New Orleans ca. 1845.
View of New-Orleans produced by Henry Moellhausen, ca. 1845. (Courtesy of David Rumsey Map Collection)

On 10 January 1846, the *Journal of the House of Representatives* published this relevant maritime resolution;

That the Committee on Naval Affairs be instructed to obtain, through the agency of the Secretary of the Treasury, or otherwise, statements from the several collectors of the customs in the United States, of the steam and other vessel enrolled and registered in the respective districts, whether employed in the fisheries or on the lakes, coastwise, or foreign navigation, which may be of the burden of two hundred tons and upwards; giving, in such statement, the age and present condition of each vessel; her burden; her general construction both for strength and sailing; the trade she is employed in; whether in port, or the usual time of her return to port, or the usual time of her return to port; the estimated value of such vessel; the name of her owner or owners, and commanders, and the number of her crew. (U.S. Congress, 1846, p. 222)

The critical resolution also touched on the “best mode of rendering available to the government, in the event of any exigency or necessity, the use of all such vessels as may be suitable to its purpose” (U.S. Congress, 1846, p. 222). Furthermore, to this end, the U.S. Treasury asserted its right to employ these vessels and their crews as a “maritime militia,” and lease or purchase the vessels granting the owners “suitable compensation” (U.S. Congress, 1846, p. 222).

8.36 Shipwreck of *Hamlet*, 24 January 1846

Two vessels bound for New Orleans wrecked before entering the Mississippi in January 1846. In both cases, the ships carried “full cargoes of coffee” and were lately bound from Rio de Janeiro. A northern paper commented that,

Captain Oliver, of the *Trenton*, has just come to town, bringing about 1,400 sacks of coffee saved from the wreck. The *Trenton* is badly aground at the Northward of Pass a L’Outre. She is drawing fifteen feet, and is ashore in eight feet water. The balance of the cargo will be brought up by the tow boats. The *Hamlet* is ashore and abandoned on the Chandeleur Islands, about thirty miles from N.E. Pass--thirty inches water in the hold--had thrown overboard 800 sacks of coffee-ship lying very uneasy and thumping heavily. The cargo of the *Hamlet* was from 8 to 10,000 sacks. (New York Daily Tribune, 1846, p. 2)

8.37 Contemporary Casualties and Shipping

Commercial shipping casualties confirm vessel traffic in the areas of interest during spring 1846. An April gale contributed to the loss of *Ursula* near Aransas as the Philadelphia-registered brig attempted to enter the bay. At the time of its loss, *Ursula* was outbound from New Orleans (Sailor’s Magazine and Naval Journal, 1846, p. 372). On the night of 26 April 1846, the *Plymouth* “went ashore . . . in a heavy Westerly blow, on the Shell Shoals, about 30 miles N.W. of the S.W. Pass” (Sailor’s Magazine and Naval Journal, 1846, p. 372). Before the shipwreck, the brig was bound for New Orleans having sailed from Vera Cruz (Sailor’s Magazine and Naval Journal, 1846, p. 372).

Arriving at New Orleans in May or June 1846, the captain of the schooner *St. Paul* brought in the rescued crew of the *Mary Clare*. The shipwrecked schooner commanded by Captain Weems had “sunk to the water’s edge,” at “lat. 29, lon. 92,” after leaving the Sabine River (Sailor’s Magazine and Naval Journal, 1846, p. 373). According to Sailor’s Magazine and Naval Journal (1847, p. 117), the *John Boynton* sailed from New Orleans on 7 June 1846 for Jamaica. By mid-August the schooner had not yet arrived at the Port of Kingston; and shipwreck was suspected. Intense lightning initiated the dramatic chain of events leading to the shipwreck of the brig *Columbia* on 3/4 July 1846. Details of this curious maritime casualty follow

Brig *Columbia*, Barbes, from New Orleans for Savannah, was struck by lightning night 3d July, about 80 miles off the Belize. Six of the crew were aloft reefing topsails at the time, when the electric fluid in descending the mainmast after shattering it, precipitated the whole of them into the sea, who were lost. It then descended into the hold and set the vessel on fire. Capt. B. and a passenger only were saved, and they succeeded in running the vessel ashore. (Sailor’s Magazine and Naval Journal, 1847, p. 20)

The same New York journal reported that the brig *Delia* “was lost on the Chandelier Islands” on 14 July 1846. Its captain, a master “Fales” apparently was returning to the vessel’s homeport in the Crescent City, outbound from Thomaston, Maine (Sailor’s Magazine and Naval Journal, 1847, p. 20). Another account published by American Republican and Baltimore Daily Clipper (1846, p. 4) commented that,

The brig *Della*, Capt. Fales, from Thomaston, Me., for New Orleans, was lost on the Chandeleurs on the 14th inst.; no lives were lost. The brig ran aground, and six hours thereafter her cargo, consisting of 1500 barrels of lime, took fire. When Capt. Fales left her, the bow was burnt to the water’s edge and her stern was under water. Capt. F. succeeded in saving most of her rigging.

Shipping intelligence collected by the New Orleans customs house for 11 June 1846 related that the schooner *Tom Hicks* had arrived from the Calcasieu under the command of Captain Lambert (Daily Picayune, 1846, p. 3). Under the banner “Receipts From The Interior,” published by the Daily Picayune on that same date, an excerpt remarked “CALCASIEU—Per schr Tom Hicks: 20 bales cotton and a lot of hides to order” (1846, p. 3).

Less than two months later, the Port of New Orleans reported that the *Swan* had arrived “5 days from Calcasieu, in ballast to master” (Daily Picayune, 1846, p. 3). This schooner, arriving on or before Thursday, 6 August 1846, was piloted by a Captain Callagin (Daily Picayune, 1846, p. 3). In its “MISSING VESSELS” column, (Sailor's Magazine and Naval Journal, 1847, p. 215) commented on two relevant watercraft apparently lost during autumn 1846. On 23 September 1846, the schooner *Sarah* [Master Burnham] sailed from Wilmington, North Carolina with the intent to reach New Orleans. On or about 25 October 1846, the schooner “*Gen. Maryatt*, of Baltimore,” sailed from the Louisiana port with a destination of Charleston (Sailor's Magazine and Naval Journal, 1847, p. 215).

The schooner *Mistake* was mentioned in the context of sailing from Fort Pickens to New Orleans in July 1846; and the item alluded to the fact that personal items would be forwarded onto U.S. army stations in Texas (Baker V. R., 2000, p. 90). According to “Changes of Station” for the 1st Regiment commencing September 1845 and concluding late January 1847, there were numerous passages moving soldiers from Pensacola to points along Louisiana and Texas; and from points in Texas and Mexico to Pensacola (Haskin, 1879, pp. 582–583). It may have been in relationship to one of these passages that Brevet Colonel Clermont L. Best was shipwrecked as he proceeded to join his regiment in Mexico (Haskin, 1879, p. 264).

Some U.S. naval vessels navigating in the northern Gulf during late summer and/or early autumn 1846 associated with the Mexican-American troubles included steamers *Princeton* and *Mississippi*, and frigates *Potomac* and *Raritan*. Sailors aboard the *Potomac* returned to Pensacola from Vera Cruz as they unfortunately suffered from scurvy despite their former posting near the tropical port. The Pensacola bound *Princeton* brought a “Mr. N. Meyer and part of the crew of the brig *Nayade*, of Hamburg, captured by the U.S. brig *Somers*, for attempting to force the blockade” (Niles' National Register, 1846, p. 51). With regard to the *Nayade*, this prize brig was sailed to New Orleans under the charge of a “Lieut. Berryman,” and was spoken by the *Princeton* during its Gulf passage (Niles' National Register, 1846, p. 51).

At this date, according to Niles' National Register (1846, p. 35), the U.S. “Gulf Squadron” was commanded by Commodore Connor and was made up of

- Three frigates- [flagship] *Cumberland* (44 guns; Captain Forrest), *Raritan* (44; Gregory), *Potomac* (44; Aulick);
- Three sloops- *Falmouth* (20; Jarvis), *John Adams* (20; McCluney), *St. Mary's* (20; Saunders),
- Four steamers- *Mississippi* (10; Fitzhugh), *Princeton* (4; Engle), *Spitfire* (3; Tatnall), *Vixen* (3; Sands);
- Three brigs- *Porpoise* (10; Hunt), *Somers* (10; Ingraham), *Perry* (10; Blake);
- Four schooners- *Flirt* (6; Sinclair), *Reefer* (4; Sterrett), *Petrel* (4; Shaw), *Bonito* (4; Benham); and
- The storeship *Relief* (6; Bullus).

After composing the previous list, editor Jeremiah Hughes of the *Niles' National Register* (1846, p. 35) opined on the dangerous maritime environment of part of the Gulf coastline in this manner,

That the squadron employed in the Gulf of Mexico have had as unpromising a field to attempt to cull laurels from as ever has fallen to the lot of our navy, must have been apparent to every one that would cast a glance at the service. Without a single flag of the enemy afloat to encounter,--without a port on the coast that could with safety to our ships, be approached, many of their countrymen were yet unreasonable enough to be impatient for

accounts of naval victories in our war upon Mexico. The officers of the navy have been well aware of the expectations, and have been the more anxious to effect something, however small, even at imminent risk—and they have suffered accordingly in attempting to overcome obstacles interposed by nature. The coast of the Gulf of Mexico continues to present its inhospitable and perilous barrens. Shoals remain unmoved. Dangerous reefs hade beneath the surface of the wave, -and heavy winds bring up a surf in which neither boats nor ships can navigate up upon the coast without imminent peril.

Hughes' evaluation was reinforced by a tragic contemporary shipwreck story published by Niles' National Register (1846, p. 48) in the same mid-September 1846 edition. In this case, however, the marine casualty was the result of a violent gale commencing in the Gulf on 4–5 September. Remnants reached the Mid-Atlantic seaboard within two days, and damaging winds and surf destroyed shipping in North Carolina and Virginia until 11 September. Particulars follow,

The first tidings from thence [Gulf] announces the loss of the steamer *New York*, bound from Brasos [sic] for New Orleans. The gale on the night of the 5th compelled her to anchor.—Her anchors were unavailing. Steam was again resorted to, but without effect. The hurricane blew everything from above deck. The sea beat over her and extinguished the fires. On the morning of the 7th she went down, in ten fathom water. Twelve of her passengers and five of her crew were lost. The rest were fortunately picked up by the steamer *Galveston*, arrived at New Orleans. Specie to the amount of \$30 or 40,000 was on board the *New York*. (Niles' National Register, 1846, p. 48)

By this date, a French naval squadron first observed at Port Royal, Martinique and poised to rendezvous at St. Domingo with other warships may have arrived in the northern Gulf. American intelligence from August 1846 confirmed that the principal fleet included the 51-gun frigate *Andromeda*, 28-gun *Blonde*, 28-gun *Nayade*, 22-gun brigs *Hussard* and *Pylade*, and the 14-gun steamer *Canneire* [?]. Advice originating from Europe commented that the corsairs were headed to “the Gulf of Mexico, to look after the interests of France in that direction” (Niles' National Register, 1846, p. 48).

Maritime “DISASTERS” occurring in New York, Florida, Cuba, Texas, and Mexico, during late summer to late December 1846, confirm New Orleans-based shipping and relevant passages. New Orleans-registered vessels or New Orleans inbound/outbound shipping included; steamship *J. S. M' Kim* [Brazos-casualty site], steamer *Sea* [Brazos], steamer *Panama* [Aransas Pass], schooner *Cora* [Brazos], brig *Orleans* [Brazos], barque *Kazan* [Brazos], and barque *Iris* [New York], schooner *Jubilee* [Brazos], ship *Olive & Eliza* [Key West], brig *San Miguel* [Cape San Antonio], schooner *Berlin* [Matagorda], schooner *Nankin* [Abaco], schooner *J. T. Bertine* [Matagorda], ship *Washington* [collided with French brig *Eugene Aurelia* on 22 November at unknown location causing shipwreck], ship *Platina* [Carysford Reef], brig *Wm. Davis* [rescued crew of *Agawam* lost in whirlwind during passage to Matanzas after 29 November], and schooner *Swan* [Port Lavaca] (Sailor's Magazine and Naval Journal, 1847, pp. 54, 151, 182–183, 213–214).

A particularly tragic shipwreck of a popular New Orleans vessel, *Creole*, occurred during this period. As the ship returned to the Crescent City during late 1846, it “wrecked a short distance to the windward of Nuevitas: [and] forty-three persons were lost” (Sailor's Magazine and Naval Journal, 1847, p. 215). Several shipwrecks confirmed for late December 1846 identified European port of calls linked to New Orleans or Gulf passages. These included; ship *Marion* of New York “from Batavia bound to New Orleans,” Bremen brig *Gerhard Herman*, from Bremen for Galveston” [lost St. Louis Point], barque “*Neversink*, of Newark, from New Orleans for Sligo,” and an unknown “ship with staves from New Orleans for Cadiz” [Carysford Reef] (Sailor's Magazine and Naval Journal, 1847, p. 215).

Successful voyages originating at the Crescent City and terminating at Havana were reported by *Diario de la Marina* on 18 December 1846. *Importacion* records suggested that the American “berg.” *Salvadora* (Captain Sabate) transported barrels of different types of butter, farina, flour, one horse and one carriage with *dos ruedas* (two wheels). The American “berg.” *Hayne* (William) imported barrels or cases of farina, flour, butter, beans, apples and four *yeguas* (mares). Under the command of Captain Smart, the American golette transported “36 Cascos carne de vaca” and “202 pacas de algodon” [beef and cotton] (*Diario de la Marina*, 1846, p. 1).

Other early winter 1846 maritime news relating to the region suggested that “the high-pressure U.S. steamer Wm. R. McKee, [was] between the Calcasieu and Sabine, standing to the westward” by 1 December (*Daily Picayune*, 1846, p. 2). This information reached Louisiana and Texas news outlets via Captain Baker of the U.S. steamer *Monmouth* who was cruising by the vessel toward his station off Brazos Santiago (*Daily Picayune*, 1846, p. 2).

8.38 Onset of the Mexican War (October 1846)

By 13 October 1846, the war between the United States with Mexico “had fairly commenced,” and Colonel Ichabod Crane [1st Military Department, Fort Barrancas] applied to his commander “to have two companies detached, one sent to Fort Pike [on Petite Coquille Island, Louisiana] and the other to Fort Wood [Louisiana, about twenty-five miles from New Orleans]” ([Baker V. R., 2000, p. 62]; [Haskin, 1879]).

The 24 October edition of *Niles' National Register* (1846, p. 123) identified numerous U.S. army and navy vessels that were recently dispatched [or scheduled] to Gulf stations. These included the barque *Margaret Hugg*, steamship *Alabama*, iron steamers *Mary Summers* and *De Rosserert*, and *Boston* (*Niles' National Register*, 1846, pp. 122–123). Company G of the U.S. army would be installed at Pensacola before year’s end; and the taciturn Captain John Henry Winder commanded this unit.

8.39 Coast Survey Progress for the Year Ending November 1846

In his annual report provided to the 29th Congress, 2d Session in late 1846, U.S. coast survey superintendent A. D. Bache inserted references to a reconnaissance of the Louisiana coast. Citing a respected coast survey lieutenant with intimate knowledge of the Chandeleurs, the report commented that

Two such harbors of refuge [“Ship Island inlet and that under north point of the Chandeleurs”] to say nothing of their importance in other points, are scarcely equalled [sic] upon our coast. They are perfectly safe for the most dangerous storms in the Gulf—those from eastward and southward—and could be entered with ease during these storms without a pilot, if proper light-houses are place in precise places. In the want of these many vessels are lost. To show the security of the Chandeleur harbor, this little vessel (of 65 tons) rode out in that anchorage with perfect ease and comfort [in] the most severe gale known upon that coast for twenty years. In the same gale the revenue cutter in the harbor of Pensacola cut away her masts to prevent going ashore. Ship Island inlet is still more secure than this (Daniel T. Patterson quoted in: (U.S. Congress, 1860, p. 8).

As New Year 1847 commenced, the “Schr. *Florence*, of Bath, Me. was totally lost, 2d. Jan. on her passage from New Orleans for Tampico” (*Sailor's Magazine and Naval Journal*, 1847, p. 215). On 18 January 1847, the *Georgiana* broke up “near Great Harbor” during its passage from New Orleans to Bordeaux, France. At the time of the shipwreck (Bahamas), the brig was commanded by Captain “M’Lellan;” and hailed from Thomaston, Maine (*Sailor's Magazine and Naval Journal*, 1847, p. 244). After sailing from New Orleans, the brig *Rowena* encountered a severe Norther 19th Jan. and went ashore on Brazos Island [on the] 21st” (*Sailor's Magazine and Naval Journal*, 1847, p. 244). Within days, the “American ship *Paris*, from New Orleans to Bordeaux, at anchor in Basque Roads, cut away her mast, parted her anchors, and went on shore upon the Coast of Repentie” (*Sailor's Magazine and Naval Journal*,

1847, p. 244). Shortly after sailing from New Orleans, the ship *Ondiaka* wrecked some 30 miles south of Tampico on or about 6 February 1847 (Sailor's Magazine and Naval Journal, 1847, p. 277).

Other shipping entering the port of New Orleans that illustrated Gulf passages in this period included; voyage of inbound ship *Solon* from Havre, and voyage of inbound ship *Monterey*. Prior to reaching the Crescent City safely, both ships witnessed abandoned shipwrecks at unknown locations. On 9 February 1847, the *Solon*'s crew boarded the "barque *Apollo* of Dundee . . . nine feet water in her hold," and on 10 February, the *Monterey* "fell in with the wreck of the brig *Cushle*, water-logged and abandoned" (Sailor's Magazine and Naval Journal, 1847, p. 278). Inbound to New Orleans from Demarara, the British barque *Chuson* failed to reach Louisiana when the vessel grounded "on the N.E. end of the Grand Caymans [on] 11th Feb." (Sailor's Magazine and Naval Journal, 1847, p. 278). A passage originating at Attakapas during February 1847 resulted in shipwreck, when the schooner *Chief* grounded some 30 miles north of the Brazos Bar on 23 February 1847 (Sailor's Magazine and Naval Journal, 1847, p. 278).

8.40 Shipwreck of the Schooner *Elizabeth*, 19 February 1847

A letter dated 20 February 1847 penned by Mrs. Frances Smith Webster, who was then living in army quarters at Fort Barrancas informed husband Lucien Bonaparte Webster [stationed at Saltillo] that

Captain [John Henry] Winder managed to get off last Wednesday after various delays, and we hear today that the schooner *Elizabeth* in which they sailed was wrecked on the Chandeleur Islands [just east of New Orleans]. They were nine hours on the wreck most of the men being obliged to swim to shore. Captain Winder's baggage was saved but the men lost everything, but fortunately no lives were lost. Captain Winder went by way of New Orleans, in hopes of getting a steamer from there to Tampico, but he is very *deliberate* in his movements and I doubt whether he reaches Tampico mouth (Frances Webster quoted in: (Baker V. R., 2000).

On 1 March 1847, Frances Webster updated her husband with this feisty remark; 'Captain Winder's company sailed in a steamer from New Orleans last Saturday, *prompt as usual*' (Frances Webster quoted in: (Baker V. R., 2000, p. 154). Copies of two documents held by the National Archives and Records Administration presumably associated with the schooner *Elizabeth* are presented in Appendix F. There were opportunities for U.S. combatants and their families to seek out private transportation to the Crescent City for amusements and shopping. One soldier's wife mentioned a pleasant passage aboard the "neat" schooner *Martha* in summer 1847. The civilian schooner, commanded by a "Captain Cozzens," transported her pleasure party from Pensacola to New Orleans (Baker V. R., 2000, p. 179)

8.41 Authorization to Erect Chandeleur Lighthouse (3 March 1847)

Ironically, within just two weeks of the *Elizabeth*'s shipwreck, Congress appropriated \$12,000 on 3 March 1847 to construct a lighthouse 'on South Chandeleur island,' and this timely act was followed several months later by a historic executive order. In September 1847, 5,000 acres were acquired to make up "[p]robably the largest lighthouse reservation in America (U.S. Coast Guard, n.d.). In the interim, maritime commerce carried on a broad range of vessel types and tonnage continued to navigate by the islands in the same manner.

8.42 Contemporary Passage Advice

The French ship *Christophe Colombe*, "from New Orleans bound to Havana" was struck by lightning during its Gulf passage in March [?] 1847. Burning "to the water's edge," the casualty occurred "within 75 miles" of the Cuban port (Sailor's Magazine and Naval Journal, 1847, p. 308). A westward passage commencing at New Orleans ended in tragedy on St. Patrick's Day 1847. On that date, the Swedish brig *Orion* "went ashore about six miles from Galveston . . . and became a total loss." Reports indicated that

the *Orion* was sailing for Christiana, Sweden (Sailor's Magazine and Naval Journal, 1847, p. 309). Sailing from New Orleans, the schooner *Harmonius* of New York ran into a "strong Norther at Vera Cruz" on the night of 20 March 1847. Driven from it anchorage, the *Harmonius* "bilged, and became a total loss" (Sailor's Magazine and Naval Journal, 1847, p. 309).

On the following day, the U.S. frigate *Mississippi* assisted several distressed vessels including the American steamer *Hunter* and a French bark near Vera Cruz. "Naval Portfolio No. 1" produced (or collected) by USN lieutenant H. Walke included a dramatic sketch of the maritime affair" (Figure 35). The brig *Havana*, "from New Orleans for St. Marks and Newport," grounded on 27 March "on South Cape" resulting in a "total loss" (Sailor's Magazine and Naval Journal, 1847, p. 341).



Figure 35. US Steam Frigate *Mississippi*.

"U.S. Steam Frigate *Mississippi* . . . Going out to the relief of the American steamer *Hunter* a French bark [her prize] and an American pilot boat wrecked on Green Island reef near Vera Cruize [sic] March 21st, 1847. (Courtesy of LOC.)

Outbound from New Orleans, and sailing for Cork, *Ironsides* was abandoned for unknown reasons by 2 April 1847. Fortunately, Captain Campbell and his crew were rescued (Sailor's Magazine and Naval Journal, 1847, pp. 309, 341). "Spoken" reports for spring 1847 suggested that the "Barque Yarmouth, Howes, from New Orleans at Boston" encountered the schooner Richard Taylor, of and from Thomaston for New Orleans, on fire" on 28 March. (Sailor's Magazine and Naval Journal, 1847, p. 341) Contemporary shipping reported at Sabine Pass advised that the "Schr. James Waddell, from Galveston for New Orleans . . . sprung a leak, when she made the Sabine Pass, and there sunk" on 4 April 1847. (Sailor's Magazine and Naval Journal, 1847, p. 341)

8.43 Federal Topographical Survey of Chandeleur Islands

A topographical survey was carried out at Chandeleur Island on behalf of the lighthouse service during 1846/1847. Relevant documents and charts together entitled “Sketches and Remarks Relative to the Location of Lighthouses at Chandeleur Island, Merrill’s Shell Bank and Bonfouca” are presented as Appendix G. In his discussion of Chandeleur man-made landmarks, Surveyor Bowditch related that a “Clark” had been “residing on the Island” “for seven years” but suggested the individual did not hold a “preemption” [legal document].

The Federal surveyor mentioned three beacons composed of “Logs and Driftwood” that stood 20, 15, and 12 feet high. Other artificial sites included “Dwellings Houses,” distinct from the Clark home, the “Wreck of an English Brig,” and the location of the “Sch.^r Ashland ashore.” Natural landmarks included the “good harbour” of “Naso Roads,” “Mangrove Bushes,” “Sand Hills 6 to 12 feet high,” “high ground,” and “Mud and Sand Flats formed by Cut-off” (Figure 36). Rawls and Lee (2011, pp. 191-192) presented the 18 February 1847 maritime protest describing the shipwreck of *Ashland* in entirety. At the time of its casualty on 13 January 1847 during “a violent gale,” the schooner was bound for New Orleans with a cargo of cotton and tobacco under the command of Master W. Thompson (2011, p. 191).

It is appropriate to mention that at the time the state-of-the-art Bowditch surveys were executed, responsibility for the erection of at least six lighthouses was seized from the U.S. lighthouse service and granted to the USACE. The explanation for this controversial shift according to Heynen, Lockwood and Szabunia (1999, p. 1) was that

By 1838 [grave] concerns about the quality of illumination along the coasts, the proper siting of navigation aids, and the advances being made by other countries led Congress to seek the advice of naval officers, and the military took on a much larger role in the ‘lighthouse establishment.’

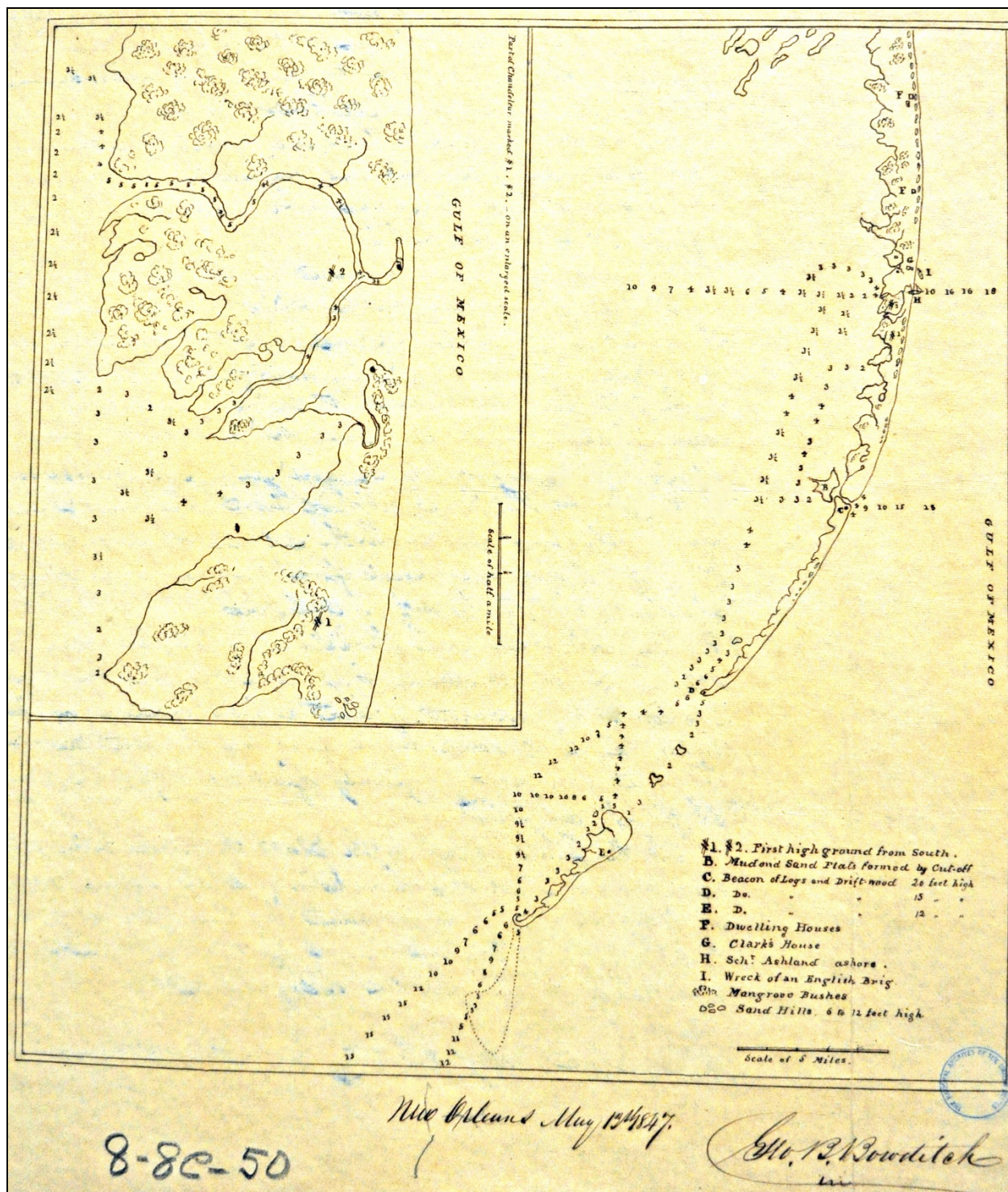


Figure 36. 1847 Bowditch chart of Chandeleur Island, dated 1847
 (Courtesy of NARA.)

The Federal attention to the three coastal sites corresponded with a busy shipping season that had remained constant for a five-year period. According to the British House of Commons, from 1843 through 1847 [1 July to 30 June], at least 49 vessels were built in Louisiana with aggregate gross tonnage of 2240 (House of Commons, Great Britain, 1849, p. 385). The British authority compiled records (1843–1847) relating to American and foreign vessels, which *entered* Louisiana ports within the twelve-month terms [except for nine-month period ending 30 June 1843]. Those statistics are shown in Table 4.

Table 4. Inbound shipping

Louisiana Inbound Shipping For 1843					
American			Foreign		
Vessels	Tons	Crew	Vessels	Tons	Crew
839	261,802	9,909	233	90,450	3,754
Louisiana Inbound Shipping For 1844					
American			Foreign		
Vessels	Tons	Crew	Vessels	Tons	Crew
730	211,656	8,459	281	99,705	4,327
Louisiana Inbound Shipping For 1845					
American			Foreign		
Vessels	Tons	Crew	Vessels	Tons	Crew
752	237,268	9,029	320	126,719	5,203
Louisiana Inbound Shipping For 1846					
American			Foreign		
Vessels	Tons	Crew	Vessels	Tons	Crew
656	203,913	7,707	266	111,874	4,534
Louisiana Inbound Shipping For 1847					
American			Foreign		
Vessels	Tons	Crew	Vessels	Tons	Crew
692	233,839	8,624	393	170,059	6,684

Inbound shipping, 1843–1847 (House of Commons, Great Britain, 1849, pp. 388-389).

New York shipping reported for late October–early November 1847 identified New Orleans bound traffic that included; ship *Abby Pratt*, ship *Osceola* [Master Barstow for Nesmith & Walsh], and bark *Florence* [Woodward]. “Spoken” vessels for October 1847 ultimately bound for New Orleans included three barks; the *Chas. Williams* anchored at Nuevitas, Cuba [Keating], *Tiberius* at “Turks island” [Taylor], and *Trenton* anchored at Salt Key. New York port records also confirmed that the Galveston outbound

schooner *Patriot*, under the command of Captain Leavitt, had just arrived (New York Daily Tribune, 1847, p. 3).

The preface to the 1847 *Guide to The West Indies, Madeira, Mexico, New Orleans, Northern South-America, &c., &c.* alerted shipping interests and travelers that a “direct steam communication [was] now opened between England and Cat or Ship Island, New Orleans” (Royal Mail Steam Packet Company, 1847, pp. vi, xiii). In its discussion of Cuba, the guide remarked

To New Orleans there is communication twice a month, by the Alabama, American steamer. She stops at Havana from four and a half to six days, and is generally there when the Royal Mail steamers arrive. She is a large and commodious vessel, exceedingly clean and comfortable. Her commander and part-owner, Mr. Windle, is an intelligent gentlemanly Englishman. She makes the passage to New Orleans in about three days and a half. Passage-money, 40 dollars, including an excellent table; wines and spirits extra. (Royal Mail Steam Packet Company, 1847, pp. 101–102)

By 1 January 1848, the Chandeleur light that had been authorized by Congress in March of 1847 was completed on the “N. end” of the island standing some 55 feet and exhibiting a fixed light. The brick edifice was protected by a berm of sand and shell to protect the tower from storm surges and strong gales. However, the destructive 1852 hurricane swept over the sea break totally decimating the relatively new lighthouse.

Shipping and disaster notices for 1848 identified relevant Gulf outbound/inbound passages. In late February 1848, the ship *Monterey* outbound from New Orleans and sailing for Trieste assisted starving sailors aboard the barque *Dana*. The brig *Georgiana* of New Orleans sank between the ports of Boston and Philadelphia in late May. On the evening of 19 June 1848, Captain Riddle of the steamer *Maria Burt* “saw the British barque *Defiance*, Steeres, in flames in West Bay, about 48 miles W.N.W. of the S.W. Pass” (Sailor’s Magazine 1848, p. 23). Outbound from Thomaston [Maine ?], *Benj. Litchfield* ran ashore near Sand Key on 27 June as the brig attempted to reach Mobile.

The British West Indian Mail Steamer *Avon*, arrived off the “North Chandeleur Island,” on Thursday evening, the 20th inst., from Vera Cruz, having left that place on the 16th inst.” (22 April 1848 N.O. Delta reprint in: (Evansville Weekly Journal, 1848, p. 4). Reporters associated with New Orleans Delta were able to inspect “a summary of the Mexican news [spring 1848], from the ample files of Mexican papers and correspondence brought aboard *Avon*.”

At this date, the crew of the *Robert J. Walker* was nearby “surveying the offshore approaches to Mobile Bay and the approaches to Cat and Ship Islands” (Delgado, 2013, p. 15). The former revenue marine steamer was transferred to the U.S. Coast Survey in February 1848, and its cutting-edge hydrographic methodology “helped to determine the somewhat unique nature of tides in the Gulf of Mexico” (Delgado, 2013, p. 15). Findings published later that year contributed greatly to the first “Studies of shifting channels, accreting and eroding barrier islands, and appearing and disappearing islands—all issues in the Gulf of Mexico today [2013]” (Delgado, 2013, p. 16). The *Robert J. Walker*’s use as “the primary surveying platform” also guaranteed the “growth of the steam vessel fleet in the Coast Survey” due to the clear economy of steam over sail (Delgado, 2013, p. 15).

Several months later, the Thirtieth Congress (first session) appropriated \$500 for a “bug-light” on Lake Borgne, \$15,000 for “a lightboat on Ship shoal, near Dernier or Last island,” and \$12,000 for a similar vessel for Atchafalaya Bay based on a survey chart drawn “by a Captain Foster” (Weekly National Intelligencer, 1848, p. 7). The last set aside was based on the Federal government’s examination relative to “the protection of commerce” (Weekly National Intelligencer, 1848, p. 7).

8.44 Wreck of the Ship *Danvers*, May 1848

A marine journal commented that the ship *Danvers* “went ashore at half past three, A.M., 13 ult., [May 1848] on the reef near the South Chandelier [sic] Island in four feet water”. (Sailor’s Magazine 1848, p. 22) The Daily Crescent (1848, p.2) published this casualty report

SHIPS ASHORE-Captain Brown, of the towboat Star, reports the ship *Danvers* to have gone ashore on the night of the 17th inst., on a reef near the South Chandeleur islands, in four feet water. Her lower hold is full of water. The goods between decks, consisting of furniture, boots, shoes, etc., are in good order; the goods in the lower hold and the hull of the vessel, it is supposed, will be a total loss. When Capt. Brown left the wreck, the crew of the *Danvers* were stripping her. Captain Graves, of the brig *Czarina*, from Boston, arrived at this port yesterday, reports a large ship ashore on the 16th inst., three miles to the eastward of Sand Key, with two wreckers alongside, and one a-stern--could not make her name out.”

A “Shocking Occurrence” concurrently played out on the Chandeleurs indicating that an island community of some level still existed [observed by Bowditch 1847]. Related news stories alluded to a raucous class of inhabitants. The *Liberator* (1848, p. 116) reported on the incident as follows:

Henry Clark was accused by Mr. Wilson, in the parish of Plaquemine, about two months ago [April 1848], of having set fire to the house of the said Wilson. A warrant for the arrest of the accused was placed in the hands of John Marshal, of the same parish. Marshal landed at the Chandeleurs Islands, and leaving one of his men in the boat to take care of it, he went, with three of his companions, to Clark’s house. He there told Clark that he was his prisoner, when Clark threw a spade at him, and ran into the house, and there got his gun. He then stated that if anyone dared to venture into his premises, he would most certainly shoot him. After some conversation, it is alleged that Marshal or some of his party fired upon the whole gang, and killed Henry Clark. Yesterday [13 June 1848], William Wallace and William Clark were brought to this city, and lodged in the Police jail of the first Municipality, by Sheriff Huff; of the parish Plaquemines.

8.45 The Schooner *P.M. Sears*

In the same period, a familiar vessel cleared New Orleans and entered the Gulf. Shipping soon registered by “Port of Baltimore” inspectors remarked that *P. M. Sears* arrived at New York on 10 June 1848. The schooner was under the command of Master Sears when it departed New Orleans and entered and cleared both Maryland and New York waters (Baltimore Sun, 1848, p. 2). Diplomatic correspondence dated three years later indicated that the schooner regularly ventured from New Orleans to Mexican waters. New Orleans lawyer Judah H. Benjamin [future Confederate States of America Attorney General, then Secretary of War and lastly Secretary of State] received a letter in April 1851 from the Mexican consul [stationed in New Orleans] that prohibited the *P.M. Sears* to enter the port of Coatzacoalcos. (U.S Senate, 1852, pp. 53, 75–77)

In addition to Benjamin’s involvement in the lengthy international imbroglio, U.S. Secretary of State Daniel Webster also figured predominantly in the volatile exchanges between the American and Mexican governments (USS 1852, passim). In the midst of the 1851 debate, *P.M. Sears* entered New Orleans harbor under the command of a Captain Graham. Records revealed that the schooner previously cleared the Mexican port of Minatitlan, Mexico with immigrants. (Secretary of State, 1851)

8.46 Expansion of Traditional Steamer Routes (1848)

Scientific American updated its readers about a new shipping line that impacted New Orleans and Gulf routes in early September 1848 with this simple introduction; “The line of mail steamers between New York and New Orleans, by way of Havana, with its branch to Chagres (Figure 37), will soon be in operation” (Scientific American, 1848, p. 405). Specifically, the New York journal stated that the U.S. government paid nearly \$200,000 per year to support a monthly mail route between New York City and the Columbia River [Oregon], and a less frequent service between the former and New Orleans by way of Charleston, Savannah, and Havana.

The Federal intent was to connect the entire circuit of some 6,000 miles [NYC to Oregon] and to eventually make the journey in “little more than thirty days” (Scientific American, 1848, p. 405). As to the status of the scheme at publication, the journal remarked that

The steamers are all constructed under government inspection with a view to their employment, when required, as vessels of war. One of the Pacific steamers is in such a state of forwardness, that she will be despatched [sic] to her destination in October next, and two more will follow her successively at intervals of one month each. The whole line between New York and Oregon is expected to be in operation next January [1849]. (Scientific American, 1848, p. 405)

Before that schedule commenced, the magazine weighed in on British West India Mail Line profits commenting that despite the “depressed condition” of its traditional lucrative island steamer trade; the syndicate’s profit margin equaled that of the early 1840s. This happy circumstance was “more than compensated by that with Panama and New Orleans” as of early autumn 1848 (Scientific American, 1848, p. 58).



Figure 37. 1848–1849 proposed sea routes to points in the West Indies.

U.S. government map produced 1848–1849 shows proposed routes to points in the West Indies, including Isthmus of Darien [Chagres]. (Courtesy of Barry Lawrence Ruderman Antique Maps.)

8.47 Request for Proposal, Ship Shoal Light Vessel 15 November 1848

On 15 November 1848, the fifth auditor's office (under the auspices of the U.S. Treasury) widely published a lengthy request for proposals to build the Ship Shoal light vessel and the Atchafalaya Bay floating light. Both light vessels were to be delivered to their respective stations by 1 July 1849. A brief excerpt from the Ship Shoal advertisement follows

Proposals will be received at this office until the 16th day of December next, at 12 o'clock, m., [sic] for finding materials and building a vessel to be used as a floating light, and delivering the same at her station on Ship shoal, near Dernier (or Last) island, Louisiana, of the following dimensions, viz: 83 feet on deck, 24 feet beam, and 9 feet 3 inches hold, measuring about 160 tons burden, government measurement. (Daily Union, 1848, p. 1)

Eventually, the revenue cutter *McClane* would be recalled from Mexican war duties and converted to serve as a lightship. Historical sources disagree on the length of its tenure at Ship Shoal; however, a lightship [*Ship Shoal, Pleasonton, "F.,"* or *No. 38*] was stationed on the dangerous shoals until being replaced by the new lighthouse.

8.48 The Southern Yacht Company (1849)

By the early 1840s, numerous racing yachts engaged in competitive races on the northern shore of Lake Pontchartrain. Wealthy New Orleans businessmen traveling to and from New York, Boston, and Philadelphia "realized how increasingly popular yachting had become and that the recently organized [1844] New York Yacht Club was flourishing" (Scheib, 2000, p. 2). The author of *History of the Southern Yacht Club* suggested that . . . "it was considered the proper thing for young gentlemen to have a yacht, just as much as it was a matter of course for the young bloods of the time to have their horses, dogs, and guns" (Scheib, 2000, p. 2).

Affluent New Orleans dwellers took refuge along the Gulf Coast during the humid summer months to avoid the sweltering heat of their city but also to protect themselves from annual yellow fever epidemics. So it was that James W. Behan of New Orleans met with like-minded gentlemen at Pass Christian during July 1849 to organize the Southern Yacht Club. Contemporary documents reviewed by Scheib (2000, p. 5) indicate that

. . . the vast majority of those responsible for the creation of this fine institution were men actively and prominently identified with the business life of the Southern metropolis. They were wealthy coffee merchants, coal merchants, cotton brokers, commission merchants, stockbrokers and bankers.

8.49 Contemporary Steam Passage from Cuba

In *Impressions and Experiences of the West Indies and North America in 1849*, Baird (1850) provided a general view of northern Gulf shipping related to his passage from Cuba, to Mobile, and then to New Orleans. Of the first leg of that journey, Baird (1850, p. 180) remarked that

The sail from Cuba down the Gulf of Mexico to Mobile Point, on the great continent of North America, a distance of about five hundred and fifty miles, is performed by the steamships in somewhere under two days and a half; and when the weather is fine, as it generally is, a more agreeable sea-voyage is almost nowhere to be found. At the time when I performed it, in the R.M. steam-ship *Severn*, the English steamers did not proceed further than Mobile Point, whence to the town of Mobile . . . At the period referred to, the arrangements of the British West Indian Steam Packet Company, in some of their operations, were in their infancy—the former place of the steamer's call having been New Orleans.

Baird (1850, p. 181) commented that “numerous excellent steamers” navigated between Mobile and New Orleans “at very moderate fares,” but cautioned readers about the dangers “where the Mobile river [sic] debouches.” At that location, the author witnessed “a large ship of about 700 tons burthen lying stranded on a sand-bank,” where it and its cargo of salt “had gone on shore some weeks before” (1850, p. 181). From this Alabama port known for its international exportation of cotton [“second only” to New Orleans] to the Crescent City, Baird (1850, p. 182) continued as such,

From Mobile to New Orleans, the sail is by steamers, and along the coast, inside of certain sandy islets, which stretch along the low flat shore for nearly the whole way to the entrance to Lake Pontchartrain. The distance is about a hundred and seventy miles; and the steamer I journeyed in, rejoiced in the once controversial name of the Oregon. She was a large, excellent, well-appointed boat; and for the moderate cabin fare of five dollars, the voyage is made in her in great comfort.

Despite serious concerns upon reaching New Orleans, specifically that “cholera was raging to a very considerable extent,” and a major crevasse occurred some five miles above the city, Baird (1850, pp. 191-194) also reflected on its positive, enduring attributes with this observation

New Orleans is pre-eminently a city of trade—and being so, the most interesting view in or of it is that of the harbor from the river, with the forest of masts stretching almost as far as the eye can reach.

8.50 St. Bernard Parish Demographics, ca. 1850

According to the 1850 Federal census, most self-identified occupations for St. Bernard Parish fell into the categories of laborer and farming. At this date, 32-year-old parish resident “Gustave T. Beauregard” was self-identified as a “military engineer” (U.S. GenWeb Archives, 2009). Born in New Orleans during 1818, Pierre Gustave Toutant-Beauregard would rise to fame during the American Civil War as the “first prominent” Confederate States of America general; and was popularly called P. G. T. Beauregard. At the time the 1850 census was taken, Beauregard was apparently married to a prominent SBP family member, Marie Antoinette Laure Villeré. Within three years of the 1850 census, Beauregard was tasked by Federals to survey an area along the Gulf. Parish resident Henri Darcaulet was employed in the “Military navy” as of 1850 (U.S. GenWeb Archives, 2009).

At the time the census was enumerated in late July and early August 1850, only six citizens called themselves fishermen and they (plus age and nativity) were identified as; Joseph Alarcon (40/Spain), Frederick Beliere (23/Spain), Juan W. Alfonse (36/SBP), Francisco Alfonse (36/SPB), Carlo Alfonse (22/SBP), and Joseph Alfonse (18/SBP). Parish residents hailing [birthplace] from states other than Louisiana included three members of the Proctor family (South Carolina), four minor Rufinos (New York), Honorine Solis (New York), Dalila Steward (Tennessee), George Steward (Illinois), lawyer John Erskine (Maine), cooper G. Grabel (New York), and farmer H. Heran and wife (Virginia) (U.S. GenWeb Archives, 2009).

St. Bernard Parish residents born in Spain running parish coffeehouses included: young couple Joseph and Juana Solere; Manuel and Francisca Rufino; father and son [?] Domingo and Vincent Tory [or Torry]; J. and Auguste Tarrar; and Joseph Pendas. Fifty-one-year-old Spaniard Joseph Royal apparently lived alone and identified himself as a gardener. Spaniard Pierre Salude identified himself as a laborer but owned modest real estate. Spaniard Castano Estresnera may have lived with the Tarrars; and identified himself as a cook. Joseph Lanioda, born in Spain ca. 1820 was enumerated as “Bar keeper.” Last, 28-year-old Spaniard Gregoire Archote was listed with no occupation and living with his SBP-born wife, Manuella, and two small children (U.S. GenWeb Archives, 2009).

As of summer 1850, numerous native French called St. Bernard Parish home. Non-labor/farmer occupations follow: Clerk of Court Eugene Dumonchef, carpenters Pierre Garcies and F. Charpentier, teachers P. A. Rousseau, Jean Bosemin, and Victor Debouchel, bookkeeper E. Prevost de St. Cyr, barkeeper Theophile Frere, affluent brick maker Frederick Roy, wheel maker Eugene Panbey, gardeners Celestin Robert, Louis Robert, and M. Monde, butcher Theodore Borriest, wood paddler Antoine Gerard, overseers Marcelien Juneau, Narcisse Perault, and Victor Debouchel, Constable Martin Vidrenne, cooper [-] Tetsiry and blacksmith Francois Bertrand (U.S. GenWeb Archives, 2009).

Native Germans totaled 19 documented residents: laborer Alfred [no surname], farmer Antony Thiel [wife Elena and their 12 children were all St. Bernard Parish natives]; woodmaker George Eyert and wife; Lithuana Grandow; bookkeeper H. F. Zerneck, wife Amelia and daughter; blacksmith J. Muller, Charlotte Grabel, laborers H. Nacsheleds, George Smith, and T. Bekele; laborer M. Helmke, wife, and two children; and ingenieurs G. Tergel and C. Smith. Other nationalities included; minor Francois Garcies of Jamaica, carpenter Jacques Mathien and wife of St. Domingo, and Elisa Treme of “Cuba Island.” The single Polish immigrant, farmer Ignace Szymansky, owned valuable real estate [for the era] totaling \$18,000 (U.S. GenWeb Archives, 2009).

8.51 Port of New Orleans Immigration Records (1 January 1851 to 7 July 1851)

Port records tabulated by New Orleans customs agents for a six-month period associated *only* with “Immigrant Ships” verified interesting patterns of navigation. A list of “Passengers arriving at Port of New Orleans January 1 Thru July 7, 1851” identified inbound vessels, their respective captains and ports of departure (Secretary of State, 1851); Figure 38). Nearly 29,000 immigrants entered Louisiana waters aboard these ships inbound from Western Europe, Malta, the Bahamas, the Caribbean, South America, Central America, and Mexico. **Error! Reference source not found.** Table 5 identifies the vessel, the month of entry, the outbound port, and the master. The data was compiled chiefly by Le Comité des Archives de la Louisiane and reflected original variations in spelling (Secretary of State, 1851).

Table 5. Immigrant ships

Ship	Arrival Month	Departure	Captain
<i>Georgia</i>	March	Havana & New York	Porter
<i>Georgia</i>	May	Cuba	Porter
<i>James Pennell</i>	July	Liverpool	Fullerton
<i>Faustina</i>	March	Vera Cruz	Riveria
<i>Virginia</i>	March	Dublin	Burgess
<i>Scioto</i>	April	Liverpool	Rolfield
<i>Ferozepine</i>	April	Liverpool	Grant
<i>Falcon</i>	8 February	Havana & Chagres	Hartstene
<i>Falcon</i>	22 February	Havana & Chagres	Hartstene
<i>Falcon</i>	April	Chagres & Havana	Hartstene
<i>Old England</i>	April	Havre	Lamele
<i>Kate Anderson</i>	January	Chagres	Anderson
<i>Lucy</i>	March	San Juan	Brewer
<i>Pauline</i>	January	Chagres	Stiles
<i>Ohio</i>	March	Havana	Schenck
<i>Ohio</i>	April	Havana	Schenck
<i>Thomas B Wales</i>	February	Liverpool	Crocker
<i>Ellen Marie</i>	March	Chagres	Hall
<i>Leonidas</i>	May	France	Jordan
<i>Carack</i>	June	Havre	Fales
<i>Tehanuntepec</i>	June	Havana	Brown
<i>Hope</i>	January	Messina	Pierce
<i>Hope</i>	May	England	Bradford
<i>Brasos</i>	April	Cardenas	Ward
<i>Heroine</i>	April	Chagres	Hussey
<i>Isaac Newton</i>	March	Bordeaux	Bush
<i>Faustina</i>	May	Mexico	Rivero
<i>Cornelia</i>	February	Havana	Goodmanson

Ship	Arrival Month	Departure	Captain
<i>Cornelia</i>	March	Havana	Goodmanson
<i>Cornelia</i>	May	France	Blanchard
<i>Mechanic</i>	February	Graytown	Lawrance
<i>Pampero</i>	March	Chagres	Hunter
<i>Onward</i>	January	Liverpool	Crosby
<i>Pampera</i>	April	Chagres	Hunter
<i>Mexico</i>	February	Chagres	Talbot
<i>Mexico</i>	March	Chagres	Talbot
<i>Peter Marcy</i>	February	Liverpool	Sampson
<i>North America</i>	April	Chagres	Blitihen
<i>Bonita</i>	January	Vera Cruz	Sbisa
<i>Bonita</i>	February	Vera Cruz	Sbisa
<i>Bonita</i>	May	Vera Cruz	Sbisa
<i>Bonita</i>	July	Vera Cruz	Sbisa
<i>Carnatic</i>	January	Liverpool	Devereux
<i>Balmoral</i>	April	Liverpool	Morrison
<i>Pedemont</i>	January	San Juan De Nicaragua	Blaisdell
<i>Ohio</i>	April	Havana	Schenk
<i>2nd Paqueta</i>	March	Vera Cruz	Garido
<i>Otomocio</i>	January	Liverpool	Brown
<i>Mexico</i>	April	Chagres	Salbot
<i>Blanche</i>	March	Liverpool	Duckitt
<i>Abbott Lord</i>	February	Bordeaux	Ruark
<i>George W Bourne</i>	March	Liverpool	Williams
<i>Ellen Maria</i>	April	Liverpool	Whitmore
<i>Cherokee</i>	July	New York & Havana	Kindle
<i>Prometheus</i>	February	Chagres	Miner
<i>John Ganon</i>	April	---	Hamilton
<i>Olympus</i>	April	Liverpool	Wilson

Ship	Arrival Month	Departure	Captain
<i>Diana</i>	May	Germany	Addicks
<i>Chasca</i>	January	Liverpool	Wise
<i>Helen Francis</i>	January	Bordeaux	Davis
<i>Frederick</i>	March	Bordeaux	Geslein
<i>Radine</i>	January	Havre	Dillingham
<i>Brutus</i>	January	Marseilles	Monti
<i>Lemuel Dyer</i>	May	Havre	Sagery
<i>Barton</i>	January	Mary Bay & Serrana Reef	Paul
<i>Charlemagne</i>	March	Havre	Singer
<i>Dennar</i>	April	Kingston	Gelihnes
<i>Lexington</i>	April	Havre	Thompson
<i>Leonidas</i>	May	France	Jordan
<i>Selenzeo</i>	January	Genoa	Antola
<i>Caroline Nesmith</i>	January	Liverpool	Salisbury
<i>Conqueror</i>	January	Liverpool	Leitsh
<i>Arlington</i>	March	Liverpool	Pendleton
<i>Louisiana</i>	May	Bremen	Beatzer
<i>Pacific</i>	January	Havana	Jarvis
<i>Pacific</i>	February	Chagres	Jarvis
<i>Alabama</i>	January	Vera Cruz	Foster
<i>Alabama</i>	February	Vera Cruz	Foster
<i>Alabama</i>	April	Vera Cruz	Foster
<i>Alabama</i>	2 May	Chagres	Foster
<i>Alabama</i>	28 May	Vera Cruz	Foster
<i>Olbers</i>	May	Bremen	Fechter
<i>Brazos</i>	January	Chagres	Lambert
<i>Brazos</i>	April	San Juan De Nicaragua	Lambert
<i>Apalachicola</i>	January	San Juan	Foote

Ship	Arrival Month	Departure	Captain
<i>Apalachicola</i>	March	San Juan	Foote
<i>Water Witch</i>	March	Chagres	Goodspeed
<i>Water Witch</i>	May	Nicaragua	Goodspeed
<i>Thomas Fielden</i>	February	Liverpool	Sutherland
<i>Anita</i>	February	Tabasco	Laferla
<i>Anita</i>	April	Havana	Llimana
<i>Actoeon</i>	May	Liverpool	High
<i>Adams Gray</i>	March	Havana	Schneider
<i>Adams Gray</i>	May	Havana	Schneidau
<i>Adler</i>	April	Bordeaux	Thiel
<i>Alexander Grant</i>	April	Liverpool	Alexander
<i>Alexina</i>	May	Rio De Janiero	Burlingame
<i>Alrevido</i>	April	Campeachy	Pinson
<i>American</i>	January	Chagres	Mahoney
<i>Anna Dorothea</i>	May	Liverpool	Mckenzie
<i>Aparacida</i>	May	Mexico	Espindola
<i>Arthur</i>	March	Liverpool	Talbot
<i>Aurelia</i>	May	Havana	Netto
<i>Beatrice</i>	February	Havre	Rogers
<i>Bella Del Mar</i>	January	Chagres	Wilner
<i>Bella Del Mar</i>	March	Chagres	Wilner
<i>Bombay</i>	May	England	Calvert
<i>Britannia</i>	January	Liverpool	Coulthart
<i>Brunswick</i>	March	Havre	Thomas
<i>Buena Vista</i>	February	Tampico	Clain
<i>Buena Vista</i>	April	Tampico	Clark
<i>Byrnes</i>	February	Chagres	---
<i>Campechana</i>	April	Campeche	Prats
<i>Carlotta</i>	April	Genoa	Costa

Ship	Arrival Month	Departure	Captain
<i>Carmen Filomena</i>	January	Genoa	Razzolo
<i>Caroline</i>	January	Palermo	Corrao
<i>Cezar</i>	May	Marseilles	Gandolfo
<i>Chanito</i>	May	Barcelona	Gelpi
<i>Charles</i>	May	Matanzas	Hammond
<i>Charles Chaloner</i>	May	England	Thomson
<i>Charles S. Olden</i>	April	Vera Cruz	Douglass
<i>Clara Symes</i>	February	Liverpool	Duncan
<i>Clara Wheeler</i>	March	Liverpool	Cumings
<i>Cohancey</i>	May	Rio De Janeiro	Sinclair
<i>Dart</i>	March	Belize, Honduras	Smith
<i>Detroit</i>	April	Chagras	Gilchrist
<i>Devonshire</i>	February	Havre	Strickland
<i>Dolaratis</i>	March	Belize, Honduras	Kelly
<i>Duc De Braband</i>	March	Antwerp	---
<i>Duc De Brabant</i>	April	Antwerp	Bowditch
<i>Eastern Queen</i>	July	Liverpool	Ross
<i>Edwin Augustus</i>	January	Newport, Wales	Keazer
<i>Eliza White</i>	April	Chagres	Koofman
<i>Ellen</i>	March	Liverpool	Sheppard
<i>Emerald</i>	April	Havana	Lewis
<i>Empire</i>	March	New Bors/Ros [sic]	Clarke
<i>Enoch Pratt</i>	April	Havana	Brightman
<i>Escallent</i>	February	Pt. Pierre Martinique	Mathias
<i>Espindola</i>	April	Havre	Barstow
<i>Eudocia</i>	February	Liverpool	Bannerman
<i>Europa</i>	May	Germany	Wieting
<i>Fairy</i>	January	Havana	Williams
<i>Fairy</i>	February	Havana	Williams

Ship	Arrival Month	Departure	Captain
<i>Fairy</i>	March	Havana	Williams
<i>Fairy</i>	April	Havana	Williams
<i>Fairy</i>	May	Havana	Williams
<i>Florence</i>	April	Chagres	---
<i>Frances Lord</i>	April	Havana	Gladney
<i>Francisca</i>	January	Palermo	Vella
<i>GB Mathew</i>	April	Belize, Honduras	Robinson
<i>Gandolfo</i>	April	Palermo	Culotta
<i>Granada</i>	July	Liverpool	Batchelder
<i>Greyhound</i>	March	Rio De Janeiro	Winson
<i>Gypsey</i>	January	Liverpool	Ellis
<i>Hansa</i>	January	Bordeaux	Schutt
<i>Harriet Augusta</i>	March	Liverpool	Robinson
<i>Ideal</i>	January	Marseilles	Monti
<i>Itzstein & Welcker</i>	January	Bremen	Bosse
<i>JC Calhoun</i>	April	Havre	Lowell
<i>JKL</i>	March	Liverpool	Joyce
<i>JP Smart</i>	February	Tampico	Earl
<i>Jane</i>	January	Liverpool	Hunter
<i>Jenny Lind</i>	February	Marseilles	Robinson
<i>Jersey</i>	May	Liverpool	Day
<i>John Fielden</i>	February	Liverpool	Straing
<i>John Hancock</i>	May	France	Levensaler
<i>John Haven</i>	February	Liverpool	---
<i>John Haven</i>	April	Liverpool	Harding
<i>John Holland</i>	May	Bordeaux	Vesper
<i>John Mckenzie</i>	March	Greenock	Mckenzie
<i>John Toole</i>	January	Dublin	Thompson
<i>Josephine</i>	March	Chagres	Ducey

Ship	Arrival Month	Departure	Captain
<i>Josephine</i>	May	Central America	Ducey
<i>Josephine</i>	July	Havana	Ducey
<i>Julia & Mary</i>	April	Havana	Murch
<i>Kate Anderson</i>	January	Chagres	Anderson
<i>Kokeno</i>	March	San Juan	Sparks
<i>Lapland</i>	January	Liverpool	Simpson
<i>Leber</i>	May	Rio De Janiero	Radecke
<i>Lemerle</i>	January	Point A Pitre	Rabot
<i>Lenox</i>	March	Rio De Janiero	Howes
<i>Leprelett</i>	February	Chagres	Bray
<i>Littia Heeper</i>	April	Liverpool	MCWHA
<i>Living Age</i>	March	Havre	Snow
<i>Loretta Fish</i>	April	Matanzas [sic]	Garcia
<i>Magdalen</i>	March	Rio De Janeiro	Westesgand
<i>Mary Barker</i>	March	Chagres	Auld
<i>Mary Ellen</i>	January	Havana	Woolongham
<i>Mary Ellen</i>	March	Tampico	Woolongham
<i>Mary Ellen</i>	April	Havana	Woolagham
<i>Mary Ellen</i>	May	Mexico	Woolangham
<i>Mary George</i>	March	Chagres	Gilchrist
<i>Mary Ward</i>	April	Cardiff	Powell
<i>Matthew Robinson</i>	February	Belize, Honduras	Robinson
<i>Maypa</i>	July	Barcelona	Jayme
<i>Maypo</i>	March	Barcelona	Bertran
<i>Memphis</i>	April	New York	Bunker
<i>Milicette</i>	January	Liverpool	David Jones
<i>Middlesex</i>	January	Liverpool	Lovett
<i>Millanden</i>	January	Havana	Butler
<i>Millaudon</i>	April	Havana	Butler

Ship	Arrival Month	Departure	Captain
<i>Millaudon</i>	May	Havana	Butler
<i>Modumsch</i>	January	Liverpool	Boyson
<i>Monmouth</i>	7 May	Havana	Swift
<i>Monmouth</i>	30 May	Havana	Hinckling
<i>Montreal</i>	April	Bordeaux	Curtis
<i>Mortimer Livingston</i>	April	Havre	Benston
<i>Nancy R Hagan</i>	February	Chagres	Cousins
<i>Nathan Hanan</i>	March	Antwerp	Hanson
<i>Neptune</i>	May	Vera Cruz	Formento
<i>North America</i>	April	Chagres	Blitihen
<i>Ocean Queen</i>	April	Kingston	Hinson
<i>Ocean Queen</i>	April	Liverpool	Shoop
<i>Octavia</i>	February	Chagres	Decker
<i>Octavia</i>	May	Rattan Islands	Madden
<i>Ontario</i>	January	Chagres	Latham
<i>Oreste</i>	April	Malta	Farrignia
<i>Oregon</i>	January	Tampico	Trenis
<i>Oregon</i>	April	Tampico	Trinis
<i>Ottillia</i>	April	Liverpool	Irwin
<i>P.M. Sears</i>	July	Minatitlan, Mexico	Graham
<i>P. Soule</i>	January	Havana	Smith
<i>P. Soule</i>	February	Havana	Smith
<i>P. Soule</i>	March	Havana	Smith
<i>P. Soule</i>	April	Havana	Smith
<i>Pedraza</i>	May	Nassau	Dorritie
<i>Philadelphia</i>	January	Chagres & Havana	Brown
<i>Philadelphia</i>	February	Chagres	Brown
<i>Prince Adalbert</i>	July	Bordeaux	Dubel
<i>Queen Pomere</i>	January	Liverpool	Shaw

Ship	Arrival Month	Departure	Captain
<i>RD Shepherd</i>	March	Liverpool	Davis
<i>Rebecca</i>	March	Rio De Janeiro	Wolfe
<i>Regules</i>	March	Rio De Janeiro	Wenke
<i>Richard Alsop</i>	January	Liverpool	Smith
<i>Robert</i>	April	Kingston	Williams
<i>Rogeline</i>	March	Chagres	Crowell
<i>Rolla</i>	April	Chagres	Jarvis
<i>Rozelinn</i>	January	Chagres	Crowell
<i>Sarah & Louise</i>	May	Liverpool	McLellan
<i>Sardinia</i>	February	Liverpool	Pendleton
<i>Silenzio</i>	July	Genoa	Antola
<i>Sophia</i>	March	Newport	Everitt
<i>Sophia</i>	May	Havana	Everett
<i>Southerner</i>	March	Tampico	Buisson
<i>Springfield</i>	January	Liverpool	Roy
<i>Squantum</i>	May	Liverpool	Crocker
<i>St. George</i>	May	Liverpool	Hutchinson
<i>St. Lawrence</i>	April	Rio De Janeiro	Prince
<i>Superb</i>	March	Rio De Janeiro	Prentiss
<i>Tehuantepec</i>	March	Chagres	Brown
<i>Telegraph</i>	July	Matanzas	Simpson
<i>Thomas James</i>	March	Rattan Islande	Boddin
<i>Thomas Pearson</i>	January	Belize, Honduras	McKinny
<i>Time</i>	May	Nassau	Gould
<i>Union</i>	January	Vera Cruz	Radovich
<i>Union</i>	March	San Juan De Nicaragua	Neill
<i>Union</i>	7 April	Vera Cruz	Radowich
<i>Union</i>	30 April	San Juan De Nicaragua	Neill

Ship	Arrival Month	Departure	Captain
<i>Victorina</i>	March	Havana	Vives
<i>Viola</i>	February	Havre	Jameson
<i>Virginia</i>	4 March	Dublin	Burgess
<i>Virginia</i>	15 March	Liverpool	Thompson
<i>Virginia</i>	April	Gothenburg	Jansson
<i>Warbler</i>	March	Liverpool	Wescott
<i>Wasp</i>	May	Nassau	Simms
<i>William Perrie</i>	March	Belfast	Agnew
<i>WM Nelson</i>	March	Liverpool	Cheevers
<i>WM Patten</i>	April	Liverpool	Theobald
<i>WM Sewall</i>	February	Liverpool	Jack
<i>Y.J. Roger</i>	May	Havre	Sprague

New Orleans immigrant ship list, 1 January 1851 to 7 July 1851 (Secretary of State, n.d.).



Figure 38. 1852 view of shipping; lithograph entitled “New Orleans from Lower Cotton Press,” 1852.
(Courtesy of THNOC.)

8.52 Antebellum Coast Surveys and Federal Attention to Navigational Aids

The U.S. Coast Survey (1852, p. 74) annual report submitted to Congress for survey work completed before November 1851 briefly noted the loss of a vessel off Saint Bernard Parish. At the time of the casualty, hydrographic surveys were being conducted in the Mississippi Sound, Lake Borgne, St. Louis Bay, and at the mouths of the Mississippi River. Due to the “character of the season,” and difficulties in triangulation redundancies, the authority suggested that the work had progressed more slowly than was desired. In respect to the relevant shipwreck, the U.S. Coast Survey spokesman (1852, p. 74) related that

A steam-launch, constructed by Mr. J. G. Young, engineer United States navy, under the immediate direction of Lieutenant Commanding Jas. Alden, for in-shore and harbor work in this section, was unfortunately lost in a storm off the Chandeleur islands in May [1851], so that the party had but little aid from her services.

Despite the presence of the Ship Shoal light vessel, in May 1852 a Louisiana congressman petitioned the U.S. Congress to appropriate funds to ultimately construct a beacon on the dangerous shoals. An excerpt from the plea for relief undersigned by numerous parties follows; “The memorial of citizens of New Orleans and Texas, ship-masters and ship-owners, praying for the erection of a permanent light-house on Ship Island shoals, on the coast of Louisiana” (Daily Union, 1852, p. 3). Having already been authorized to do so by Federal authorities, the coast survey completed a meticulous study of Chandeleur and Isle au Breton Sound during May–June 1852 (U.S. Coast Survey, 1852) (U.S. Coast Survey, 1853) (Figure 39).



Figure 39. "Sketch of the Chandeaur and Isle au Breton Sound" produced 1852.

(Courtesy of NOAA.)

A memoir prepared in 1852 by U.S. coast survey assistant superintendent W. P. Trowbridge mentioned the brisk maritime intercourse between the coastal communities of Biloxi, Mississippi City, Mobile, Ocean Springs, Pascagoula, Pass Christian, Shieldsboro, etc., as well as to and from New Orleans. Part of his account [still considered relevant by early 1860] of Mississippi Sound follows:

In many respects Mississippi sound is one of the most important bodies of water on the Gulf coast of the United States. Secure from the heavy seas of the Gulf of Mexico, with sufficient depth of water throughout its length, it furnishes a safe transit for steamers carrying the mails between Mobile and New Orleans; it affords two excellent and secure harbors for the larger class of vessels, and an abundance of places of refuge are found for coasters and vessels of lesser size. Through one of its entrances is the only approach directly from the Gulf to New Orleans . . . It is the outlet to an extensive trade in lumber, which is constantly increasing, the shores of the sound affording an inexhaustible supply of the finest southern timber. The coast is healthy, affording during the prevalence of epidemics in the neighboring cities, salubrious and pleasant retreats to the inhabitants, while the waters afford a never-ceasing supply of the finest fish, oysters, and crabs The settlements have gradually increased in size and numbers, mills have been erected, husbandry sufficient to meet the demands of the inhabitants is followed, and the shores of Mississippi sound bid fair ultimately to become thickly settled with a thriving population. (Trowbridge quoted in: U.S. Congress, 1860, p. 2)

Trowbridge commented on the numerous islands situated between Mississippi Sound and the Gulf alluding to the “considerable” coasting trade among smaller vessels plying to and from New Orleans; as well as the “sounded” channel from Ship Island to Dauphin accommodating “large class merchant vessel” (U.S. Congress, 1860, p. 8).

By 18 September 1852, the Thirty-Second Congress (first session) appropriated funds for nine buoys to be placed near Cat and Ship islands and for three spar buoys to mark a channel near Horn Island. More importantly, the legislature set aside \$3000 to examine and survey “Ship shoal and Raccoon point, on the coast of Louisiana, with reference to the location and direction of the lighthouse and the procuring a plan for the same” (Weekly National Intelligencer, 1952, p. 3). The 11 March 1853 edition of a District of Columbia journal related recent Congressional appropriations for Gulf navigational aids. For Alabama waters, \$500 was set aside for a beacon “to mark a shoal . . . caused by a wreck;” and for Texas waters monies were encumbered for “third class iron buoys” for three sites as well as \$30,000 for “a first class lighthouse at the mouth of the Sabine river” (Republic, 1853, p. 1). Louisiana waters also received a significant appropriation as such

For largest class iron buoys, to mark the approaches to the principal passes at the mouth of Mississippi river, three thousand dollars; Towards the erection of a first class lighthouse, as a substitute for the light vessel at ‘Ship shoal,’ to be located at ‘Ship shoal,’ or Raccoon Point, as may be determined by the Secretary of the Treasury, after the survey of that locality authorized by the act of thirty first August, eighteen hundred and fifty two, shall be completed, twenty thousand dollars. (Republic, 1853, p. 1)

As a consequence of the September 1852 appropriation, the “Preliminary Chart of Ship Island Shoal” was produced under the supervision of F. H. Gerdes (topography) and U.S. Navy lieutenant B. F. Sands (hydrographical party) during 1853 (Figure 40). Owing to its close proximity to Ship Island Shoal (SIS), “Isle Derniere” was sketched in great detail. Gulf shore structures including numerous houses [chiefly summer residences], the “Hotel,” and the “Station” were identified along with geo-references such as “Raccoon Pt.,” the “Village,” and “The Duck Ponds.” SIS was meticulously recorded and showed the contemporary location of the lightship and the proposed site of the lighthouse funded by Congress. The subject 1853 chart also commented on the hazards associated with navigation in the vicinity of the shoal and alerted mariners about the location of a recent casualty. Under the heading “Dangers,” the caveat

remarked that “About 1¼ South from the Light Boat is found the least water (5 feet) upon the shoal, where the steamer Galveston was wrecked shoaling rapidly from 3 fathoms” (U.S. Coast Survey, 1853).

8.53 Antebellum Shipping

As customary, the “Disasters” column regularly published by the Sailors Magazine and Naval Journal ((1852, pp. 53-54); (1852, pp. 86-87); (1852, pp. 116-119)) related stricken vessels’ calculated passages, masters, significant storm events, and cargoes if known. Summer–autumn 1852 shipwrecks linked to outbound/inbound northern Gulf passages included:

- the steamer *Alabama* lost Bahamas (New Orleans-Key West-New York),
- brig *Matagorda* (Boston for Mobile),
- British barque *Charlotte* (New Orleans for Liverpool),
- schooner Alderman (New Orleans for Navy Bay),
- brig *Naraguagus* (bound from Thomastown [Maine] with lime, wrecked Galveston Bar),
- barque *Archibald* (Bordeaux for New Orleans),
- brig *Mount Vernon* (Havana for New Orleans),
- ship *Mobile* “Tarbox, from Liverpool 28th Sept., for New-Orleans,”
- schooner *Lucy* (Providence, Rhode Island for Mobile),
- “Ship Pyramid, Henderson, at New-Orleans from Havre, on the 25th Sept., off the Western Islands, fell in with ship Jas. Fagan, from Cadiz to London,”
- barque *Susan Brewer*, “Koopman, from Boston to New-Orleans, foundered in the gale of 9th and 10th October,”
- ship *Gallia* (of and from New York for Mobile) lost 29 October at Green Turtle Key, Bahamas,
- brig *Wahsega* (Galveston for Boston) (Sailor’s Magazine and Naval Journal, 1853, p. 149).

The interesting encounter of a vessel outbound from Louisiana with one inbound to New Orleans during this interval was described as such

Barque Forest Prince, at New-Orleans from Turk’s Islands, brought Capt. Carver, mate and one seaman of barque Swan, from New-Orleans for Bordeaux, which vessel was totally dismantled on the 18th in hurricane, and abandoned on the 13th Oct. with five feet water in the hold. (Sailor’s Magazine and Naval Journal, 1853, p. 149)

Abstracts of 1852 shipwrecks published at a later date [due to lag in communication/loss of all souls aboard] included notice that the brig “Amelia Jane, Foxwell, of and from Baltimore, June 25th, for Rio Grande, was capsized Aug 14th, in a gale, near her port of destination, and all hands perished except the cook” (Sailor’s Magazine and Naval Journal, 1853, p. 213).

Another ominous account stated that the “Steamer Yacht, at New Orleans, reports: That the hull, spars and cargo of schr. Sarah, of Rhode Island, had come ashore on the beach North of Brazos harbor. Nothing heard of her crew” (Sailor’s Magazine and Naval Journal, 1853, p. 213). A similar casualty was precipitated when the schooner *Two Friends* from New Orleans loaded with “assorted” goods “struck on Aransas Bar, bilged, sunk, and [was] a total loss” in early November 1852 (Sailor’s Magazine and Naval Journal, 1853, p. 213).

8.54 Reconnaissance of Sabine Pass (1853)

Mariners and commercial shipping interests coasting southwestern Louisiana and southeastern Texas were undoubtedly pleased to hear that the U.S. coast survey conducted a reconnaissance of Sabine Pass during 1853. The hydrographic survey was prompted by the previously mentioned congressional appropriation to erect a lighthouse (Figure 41). An important regulatory shift of Federal oversight had

taken effect by this date, which impacted all American ports. According to lighthouse historians Heynen, Lockwood, and Szabunia (1999, p. 1):

Eventually the local collectors of customs lost all their responsibilities relating to lighthouses. A major change occurred when by an act of August 31, 1852, a nine-member Lighthouse Board was created within the Treasury Department to take over administration of the Lighthouse Service. (Heynen, Lockwood, and Szabunia, 1999, p. 1)

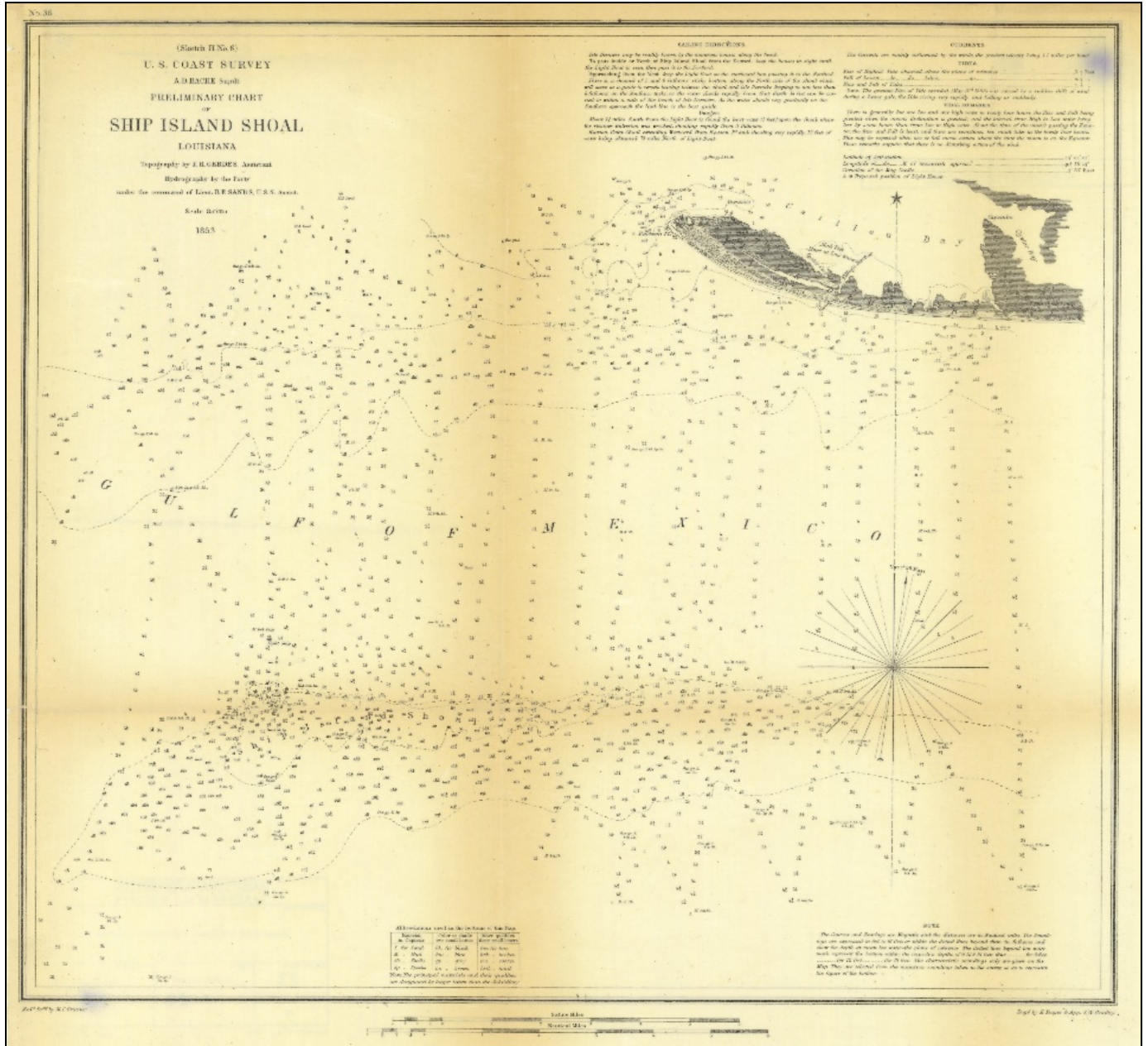


Figure 40. "Preliminary Chart of Ship Island Shoal Louisiana" produced 1853.

(Courtesy of NOAA).

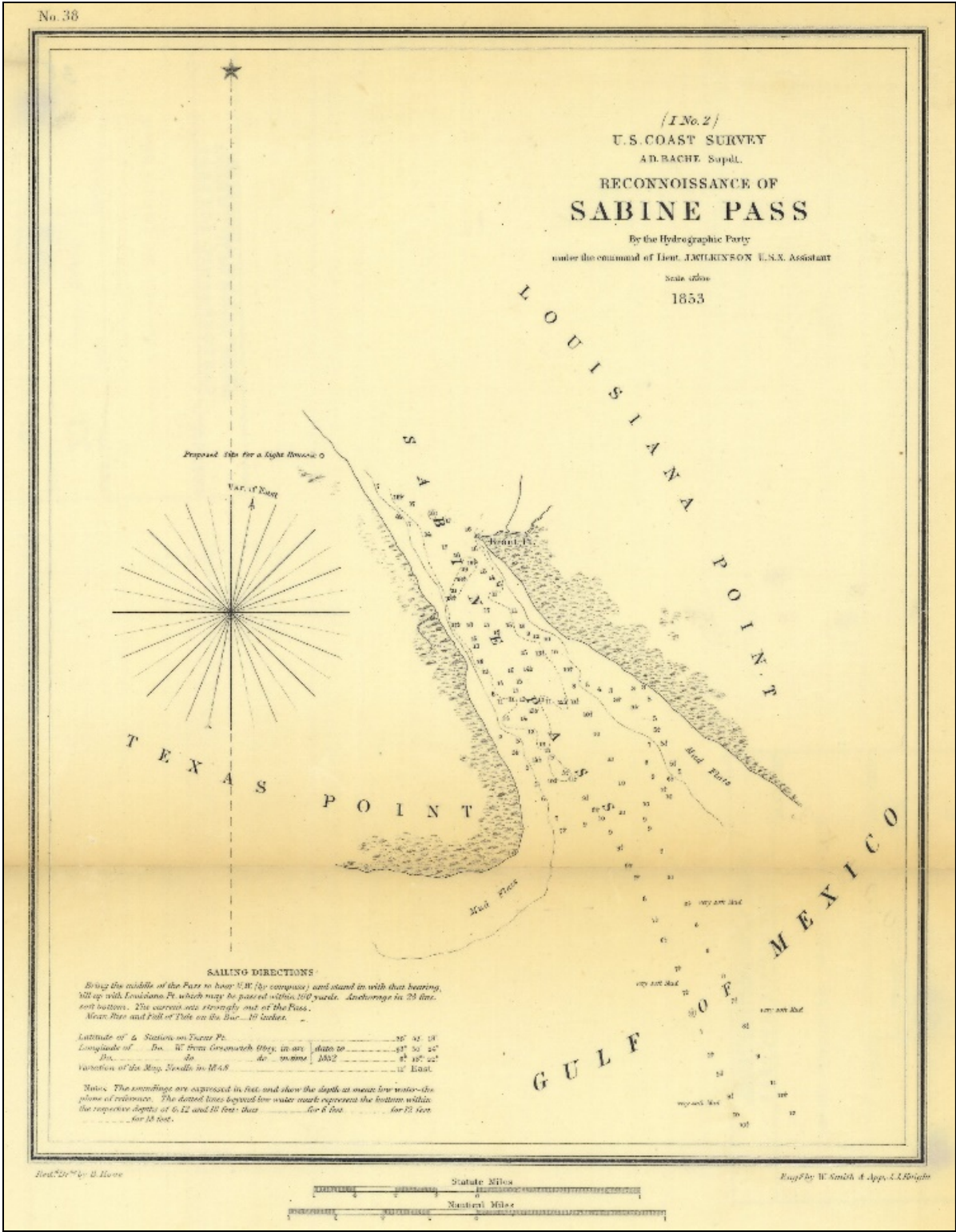


Figure 41. Reconnaissance chart of Sabine Pass, U.S. Coast Survey, conducted 1853. (Courtesy of NOAA.)

Maritime advice published by Daily Telegraph of London for 18 September 1855 reported this relevant shipping in its “Arrived” column: the *Jandusky*, *Enoch Train*, *Martin Luther*, and *Otseonthe* from New Orleans, and the *W. H. Wharton* from Galveston. Three inbound vessels from Mobile, which entered the Port of London included the *Sea Flower*, *Franklin King* and *John Currier*. On the same date, the *Laniscot* sailed for New Orleans from “Off The Port” (Shipping Intelligence, 1855).

8.55 Wreck of Brig *Joseph Balch* November 1855

Even though the Chandeleur lighthouse was “established” during 1855, the beacon would not become operational until the following summer. In the interim, a New England ship that made a successful passage to Cuba and then sailed onto Louisiana met its demise there during autumn 1855. A news-story published in the same city as the vessel’s homeport commented that

Brig Joseph Balch, of Boston, from Havana for New Orleans, before reported, went ashore 7th inst. on the Chandeleur Islands, during a severe gale of wind. The vessel is a total loss. The officers and crew tooe [sic] to the long boat, and arrived at New Orleans in good health. (Boston Post, 1855, p. 2)

8.56 Illumination of Second Chandeleur Light (August 1856)

Seafarers navigating the northern Gulf, and especially regional shipping interests in Louisiana and Mississippi, were elated to read the notice published by eighth district lighthouse inspector on 5 August 1856. Speaking from his Mobile, Alabama headquarters, D. Leadbetter alerted mariners that

The new lighthouse on the Chandeleur Island has been completed and will be lighted on the 15th inst. It is situated at the north end of the island, near the site of the former lighthouse, and will show a fixed white light by means of a 4th order lens. The tower is white and fifty feet high. The light should be visible from a common deck at ad distance of 13 nautical miles. A safe anchorage in 4 fathoms can be had during easterly storms, under the lee of this light, by hugging the east and north shore of the island, in that depth of water, around westerly and southerly till the light is brought to bear N.E., about two miles distant. The Ship Island light can be seen from this anchorage, bearing from the Chandeleur Island light hear N.W. (magnetic) 17 miles distant (Hunt's Merchants' Magazine, 1856, pp. 354–355).

8.57 Late Antebellum Shipping

In late summer–early autumn 1856, several premeditated and unintended passages to and from relevant Gulf ports were alluded to in the discussion of contemporary maritime casualties. These included the dismasting of ship *C. D. Merwin* (Cardiff for New Orleans), wreck of ship *John Currier* (Mobile for New York), wreck of ship *Colchis* (Boston for New Orleans), distressed ship *Rubicon* (Boston for New Orleans), abandoned ship *Diadem* of New Orleans for New York, wreck of ship *Isaac Allerton* of New York for New Orleans, barque Cherokee of New Orleans “damaged” at Charleston, barque “Washington Butcher, at New-Orleans, from Philadelphia, was much damaged,” “barque Marselloise, Rockland, Me., for New-Orleans, was destroyed by fire,” “barque Merlin, Caribbean Sea, for Baltimore, put into New-Orleans, in distress,” “barque H. Thornton, at New-Orleans, was much damaged, August 27th,” distressed brig *D. S. Brown* (Philadelphia for New Orleans), brig “Ocean Wave, Mobile, for New-York, put into New-Orleans, in distress, August 29th,” brig Niagara “Pensacola, Fla., for Havana, was abandoned September 6th (is a total loss),” and the schooner “Ellen, New-Orleans, for Matanzas, was lost on the passage, August—.” (U.S. Nautical Magazine, and Naval Journal, 1856)

Three shipwrecks occurred near the Crescent city; the British schooner *Manchester* “wrecked near New Orleans, August—,” schooner *John Roales* “was lost near New-Orleans, August—,” and the barque “Francis, New-Orleans, for New-York, was wrecked near New-Orleans, Aug” (U.S. Nautical Magazine,

and Naval Journal, 1856). During his passage to New Orleans from Galveston during late summer 1856, “Capt. Talbot, of steamer Louisiana,” advised Crescent City port officials that “the light-ship on Ship Island Shoal [was] gone” as of 17 August (Notices To Mariners, 1856). The loss of the government vessel may have been associated with “the severe blow on the 9th of August” [1856] that “careened” the Southwest Pass lighthouse and entirely destroyed “the lookout at the pilot station” (Notices To Mariners, 1856).

Other relevant passage events taking place during autumn 1856 included the New Orleans bound barque *Kirkland* sailing from Rio Janeiro, brig “Wild Pidgeon, Pensacola, Fla., for Havana, supposed to be lost, August 30th,” schooner *Mary W.* (Rio Janeiro for New Orleans), schooner *Polly Price* (Philadelphia for Mobile), schooner *Brazos* [New Orleans to Belize], ship *Neptune* [New Orleans to Liverpool], ship “Col. Cutts, Cardiff, for New-Orleans,” [abandoned 18 October], ship “Julia Howard, Boston, for New-Orleans,” ship “Louisiana, Liverpool, for New-Orleans,” [“totally lost, November 12”], and ship “Gen. Dunlap, New-Orleans, for Alicanti, Spain” (Disasters At Sea, 1856); (Disasters At Sea, 1857). Of special concern, the *Matzalan* was “lost on Chandeleur Island” on 17 November 1856 (Disasters At Sea, 1857). At the time of the shipwreck, the brig was outbound from Charleston and bound for Mobile.

Freight and/or passenger service scheduled for December 1856 that impacted the Gulf included voyages conducted by the ship *J. L. Warner* (New Orleans for Liverpool), British ship *Pemberton* “London, for New-Orleans . . . wrecked at the S. W. Pass, Dec. 9th,” ship *Hualco* (Belfast, Maine for New Orleans), ship *Wellington* (New Orleans for New York), ship “Mediator, from New-Orleans for New-York, returned in distress, leaking badly,” and ship *Shirley* (Boston for Mobile) (Disasters At Sea, 1857).

8.58 Nature of the Gulf and Harbors of Refuge

Historian Henderson Yoakum (1856, p. 5) elaborated on the unique harbors of refuge that this immense body of water offered mariners by mid 19th-century standards, as such

The gulf of Mexico is somewhat in the shape of a horsehoe, having at the two heels Capes Florida and Catorce, and a perimeter of three thousand miles. Its opening is defended and adorned by the island of Cuba, possessing some of the finest harbors in the world. Commencing at Cape Florida, we find the ports and harbors are as numerous as could be desired. They are—Tampa, Apalachie, Mobile, New Orleans, Achafalaya, Calcasieu, Sabine, Galveston, Matagorda, Corpus Christi, Brasos Santiago, Soto la Marina, Tampico, Vera Cruz, Tehautepec, Campeachy, Sisal, and Sagartos. True, some of them are of small capacity; yet they are sufficient for the vast commerce of this great inland sea, and the rich territories that border it. At the toe of this great shoe lies the territory of TEXAS, extending from the twenty-sixth nearly to the thirtieth parallel of north latitude, a distance of 380 miles along the coast.

The afore-mentioned port of “Vera Cruz” played a prominent role in regional shipping during the late antebellum period. A Mexican notice of vessels that entered Veracruz during *just* 1856 identified inbound trade from New Orleans and one American brigantine, *Apalachicola*, from West Florida. Details related by the Boletin de la Sociedad Mexicana (1869) for New Orleans shipping are shown in Table 6.

Table 6. Inbound shipping

Nombre (Name)	Buques (Ship rig)	Bultos (Packages)
<i>Texas</i>	Vapor Americano	2980
<i>Texas</i>	Vapor Americano	2178
<i>Cornelia</i>	Pailebot Americano	1466
<i>Texas</i>	Vapor Americano	1921
<i>Texas</i>	Vapor Americano	1967
<i>Rufo Soulé</i>	Bergantin Americano	1719
<i>Texas</i>	Vapor Americano	1338
<i>Tránsito</i>	Goleta Americana	1712
<i>Texas</i>	Vapor Americano	1070
<i>Texas</i>	Vapor Americano	1442
<i>Ali Day</i>	Barca Americana	1270
<i>Texas</i>	Vapor Americano	1140
<i>Bayar</i>	Goleta Americana	1600
<i>Anaclea</i>	Barca Mexicana	2053
<i>Texas</i>	Vapor Americano	1328
<i>Texas</i>	Vapor Americano	2566
<i>Texas</i>	Vapor Americano	1918
<i>Texas</i>	Vapor Americano	694
<i>Texas</i>	Vapor Americano	1122
<i>Texas</i>	Vapor Americano	1158
<i>Texas</i>	Vapor Americano	605
<i>Texas</i>	Vapor Americano	1212
<i>Farwell</i>	Pailebot Americano	894
<i>Pegasus</i>	Goleta Americana	624
<i>Calhoun [sic]</i>	Vapor Americano	613
<i>Bulrush</i>	Goleta Americana	1189
<i>Calhoun</i>	Vapor Americano	311
<i>J. J. Day</i>	Goleta Americana	1792

Nombre (Name)	Buques (Ship rig)	Bultos (Packages)
<i>Calhoun</i>	Vapor Americano	5485
<i>Minna Schiffir</i>	Goleta Americana	1439
<i>General Taylor</i>	Barca Americana	6000
<i>Calhoun</i>	Vapor Americano	139

Shipping entering Veracruz outbound from New Orleans during 1856 (Sociedad Mexicana de Geografía y Estadística, 1869, pp. 304–307).

8.59 Contemporary Coast Survey Data

As the eventful year (1856) of maritime losses concluded, the USCS (1858, pp. 145–146) issued its annual report commenting on “discoveries and developments” over the course of the preceding few years. Many touched on the subject region and these included; removal of accreting spits and shoals hampering commerce between the Gulf and Mississippi Sound due to the 1852 hurricane; the “diminution, almost closing” of passages; “Horn Island hancnel, Mississippi sound;” the “accurate determination of Ship shoal, off the coast of Louisiana, in connexion [sic] with the site for a light-house, 1853;” deep-sea soundings in the Gulf; tidal phenomena of the Gulf; the effect of winds disturbing Gulf tides, and co-tidal lines of the Gulf

“Dernière or Last island” was mentioned in that channel depths were identified “inside and north of Ship Island shoal light-ship,” and “north of Ship shoal, one mile from beach of Dernière island” (U.S. Coast Survey, 1858, p. 182). Mean low water to mean high water and Spring tides [highest] in the inner channel ranged overall from 26.7 to 28.8 feet; compared to 13.7 to 15.8 feet in the channel closer to the island. In respect to the Chandeleur Islands, geographical positions were tabulated for 17 stations. Some unique place names have slipped into obscurity in the modern period but proved useful in determining historical casualty sites (U.S. Coast Survey, 1858, p. 292). Hydrographic surveys [and relief missions] near the Chandeleurs, and points along the coasts of Mississippi, Alabama, and Florida [Pensacola] were conducted aboard the schooners *Varina*, *Twilight*, *G. M. Bache*, and steamer *Walker* (U.S. Coast Survey, 1858, pp. 37, 93, 97, 100–102, 436).

REPORT OF THE SUPERINTENDENT OF
UNITED STATES COAST SURVEY.—GEOGRAPHICAL POSITIONS.

Section VIII.—Coast of Mississippi and Louisiana. Sketch No. 47.

Name of station.	Latitude.	Longitude.	Azimuth.	To station—	Back azimuth.	Distance.	Distance.	Distance.	
	^N ^S ^M	^W ^E ^N	^N ^E ^S ^W		^N ^S ^W	Miles.	Faths.	Miles.	
Fischer Point, (2).....	30 20 02.54	W. 1 09 31.13	249 44 26.5 313 45 09.2	Mississippi City..... Cat Island, 1855.....	09 49 28.1 133 48 35.9	15291.0 15100.0	16721.8 16585.1	9.50 9.26	
Cat Island Light.....	30 13 26.55	1 08 17.71	216 47 43.4 205 09 51.6	Mississippi City..... Cat Island, 1855.....	36 51 37.5 85 05 41.0	20878.0 2025.7	22613.8 2670.2	12.65 5.61	
Ship Island Light.....	30 12 54.41	0 56 33.27	160 49 51.8 247 24 29.5	Mississippi City..... Ship Island, 1855.....	340 47 56.6 67 26 49.0	19551.4 2019.9	21200.8 2770.3	12.15 4.99	
Chandeleur Light, 1855.....	30 03 07.67	0 51 19.85	178 51 24.8 154 37 49.8	Ship Island, 1855..... Ship Island Light.....	356 51 03.0 324 35 08.9	21176.1 19027.5	22157.5 21866.7	12.16 12.43	
<i>Intermediate and secondary positions.</i>									
Biloxi Light.....	30 23 45.41	0 58 40.97	355 56 29 225 44 57	Ship Island, 1855..... Deer Island, (1855).....	175 58 45 115 47 18	17008.0 2948.5	18509.4 2020.3	10.57 5.13	
Round Island Light.....	30 17 30.49	0 33 44.56	226 24 04 219 59 31	Horn Island East, 1855. East Pascagoula.....	146 25 40 39 53 42	2265.6 7063.8	10122.6 7829.1	5.78 4.35	
Pascagoula River Light.....	30 21 09.27	0 29 42.90	346 17 28 53 53 30	Horn Island East, 1855. Horn Island West.....	126 18 34 233 48 56	14878.7 17264.7	16222.1 19645.6	9.12 11.16	
Monk's Point, hydrographic, 1855	30 21 09.05	0 43 37.58	344 13 23 101 32 48	Horn Island West..... Deer Island, (1855).....	164 14 19 261 30 34	10261.3 7225.4	12008.8 7201.5	6.22 4.49	
<i>Chandeleur Islands.</i>									
North Key.....	29 54 35.62	0 51 59.69	184 33 94	Chandeleur Light, 1855.....	4 33 27	15809.3	17288.6	9.02	
Rescue Hill.....	29 57 18.29	0 47 49.26	153 09 35 53 09 11	Chandeleur Light, 1855. North Key.....	323 07 54 263 07 06	12025.9 8370.2	13162.1 9153.4	7.46 5.20	
North base.....	29 59 49.11	0 47 30.00	176 24 23 115 59 33	Rescue Hill..... North Key.....	356 24 13 225 48 19	8539.5 8277.5	9236.5 8726.6	5.31 4.59	
New Harbor.....	29 51 31.26	0 51 03.06	165 01 37 249 07 42	North Key..... North base.....	345 01 09 69 09 28	5279.2 6118.0	6429.3 6620.5	3.65 3.20	
South base.....	29 51 10.19	0 47 47.50	27 05 29 129 25 17	New Harbor..... North base.....	277 03 54 9 25 25	5228.5 2028.6	5722.3 3127.0	3.22 1.76	
Chandeleur North.....	30 03 07.91	0 51 15.14	329 53 14 4 20 00	Rescue Hill..... North Key.....	129 54 56 164 19 36	12070.3 15811.9	13129.7 17221.4	7.50 9.22	
North base, (2).....	29 59 40.59	0 47 42.29	66 21 30 117 16 32	New Harbor..... North Key.....	248 19 50 227 14 25	5776.9 7745.5	6316.7 8471.3	3.29 4.81	
South base, (2).....	29 51 12.15	0 47 49.03	26 29 34 123 24 25	New Harbor..... North base, (2).....	276 27 57 3 24 28	2240.5 2727.7	2729.9 2222.9	3.26 1.69	
Pelican Island.....	29 52 35.51	0 26 09.44	241 09 45 263 29 15	North Key..... New Harbor.....	61 04 50 163 31 48	7856.0 2455.4	8372.4 2246.6	4.76 5.25	
Point Hope.....	29 50 47.81	0 55 26.31	259 41 37 165 51 44	New Harbor..... Pelican Island.....	79 43 55 245 51 28	7506.0 2419.6	8210.4 2729.6	4.66 2.12	
Neptune Point.....	29 51 19.22	0 57 34.71	224 16 52 227 14 34	Pelican Island..... Point Hope.....	44 17 35 107 15 22	2277.0 2271.9	2523.7 2277.3	2.04 2.03	
Point Nameless.....	29 49 47.10	0 57 02.26	129 59 57 230 21 07	Neptune Point..... Point Hope.....	342 59 41 50 21 49	2229.1 2229.9	2246.9 2204.0	1.84 1.22	
Freemason Key.....	29 46 03.19	0 57 43.22	126 49 00 229 11 32	Pelican Island..... New Harbor.....	16 49 47 59 14 51	2759.1 12224.0	2578.7 12625.8	5.44 7.76	
Isle of Palms.....	29 43 42.51	0 50 43.19	125 18 30 177 59 47	Freemason Key..... New Harbor.....	205 15 01 227 52 37	12242.9 14414.1	15126.2 15762.8	8.20 8.26	
Peter Wilson.....	29 45 21.16	0 48 34.26	145 43 52 193 00 37	New Harbor..... South base, (2).....	225 43 22 13 01 00	7026.9 5423.4	7750.0 5229.0	4.40 3.26	
Dead Tree.....	29 51 23.25	0 55 07.51	221 58 17 270 40 50	North Key..... New Harbor.....	41 59 51 20 42 52	2522.1 2520.6	2229.0 2174.5	4.22 4.06	
South Point of North Key, (post).	29 52 29.28	0 51 29.03	228 41 16 226 20 13	New Harbor..... North base.....	158 41 22 26 31 12	1217.5 6425.4	2226.9 2226.9	1.19 3.22	
<i>Lakes Borgne and Pomichetrain.</i>									
Cat Island, 1852.....	30 14 21.20	1 02 41.10	123 46 42 122 09 54	Fischer Point, (2)..... Mississippi City.....	213 43 15 12 10 48	15167.8 16134.1	16527.1 17243.8	9.42 10.22	
Bayou Pierre, 1852.....	30 07 50.22	1 12 34.80	122 15 37 222 44 12	Fischer Point, (2)..... Cat Island, 1852.....	12 17 09 52 49 11	22225.8 12222.7	22225.0 21222.1	12.24 12.22	
Point Clear.....	30 15 55.01	W. 1 22 07.85	249 17 30 314 11 37	Fischer Point, (2)..... Bayou Pierre, 1852.....	62 23 51 124 16 25	21222.5 21227.7	22222.2 22222.2	12.42 12.22	

Figure 42. Geographical positions ca. 1856.
(U.S. Coast Survey, 1858, p. 292)

8.60 Antebellum Status of the U.S. Navy, December 1856

In December 1856, a derisive but astute article entitled “Ships of War—Past and Future” discussed the contemporary U.S. Navy fleet vis-à-vis general shoaling conditions of much of the American coastline. An excerpt from the lengthy New York City based maritime journal follows

We [Americans] may now know why the people have always given small appropriations to the [U.S.] Navy in time of peace. It is generally believed that the history of the last war with Great Britain would be but the history of another, when the privateer service figured so conspicuously in causing the star spangled banner to wave over English bottoms. The great maritime interests well know that the shipping *material* of the [U.S.] Navy bears the mildew of decrepitude imported from England; and this general remark applies to all grades save one, from the *Pennsylvania* three-decker down to a *Princeton steamer*—all bear the English imprint, and out of near 80 vessels belonging to the U.S. Navy, only 32 are deemed worthy of being put in commission, and it is now found necessary to build new vessels to meet our wants. Is it then surprising that the people give sparingly to the Navy? . . . We have been so long wedded to ‘the customs of the service,’ that we have continued to allow England to think for us. She has been our text-book in all that pertains to the *material* in naval affairs, and notwithstanding there is the widest difference in the wants of the two countries with respect to adaptation, yet the American Navy is but the counterpart of that of England in more than one respect. England has an iron-bound shore, while our entire coast is shoal, and the ports of entry, with few exceptions, quite limited in the depth of water; hence the importance of adapting the draught of water of our vessels to our own coast at least. (Ships Of War—Past And Future, 1856, p. 206)

In mid-May 1857, the newly launched steam frigate USS *Wabash* (Figure 43) was engaged to transport allies affiliated with “President” William Walker’s failed bid to defeat the Legitimistas (Nicaraguan Civil War, 1855–1857). In *Tycoon’s War: How Cornelius Vanderbilt Invaded a Country to Overthrow America’s Most Famous Military Adventurer*, Dando-Collins (2009) chronicled the interesting filibuster event also linked to numerous individuals and institutions in New Orleans. In the aftermath of Walker’s downfall and surrender to American soldiers, Dando-Collins (2009, p. 320) remarked

As part of the May 1 [1857] surrender terms, Walker’s 407 remaining American—148 soldiers fit for duty, 86 armed citizens of his civil service, and 173 at the hospital . . . would be ferried across Nicaragua with the American women and children aboard the lake and river steamers and put aboard the sloop-of-war USS *Saratoga* and the new steam frigate USS *Wabash* at Greytown, to be transported to New York and New Orleans. Walker and his officers would be taken by the *St. Marys* to Panama, from where they would be conveyed to New Orleans.



Figure 43. Starboard view of USS frigate *Wabash*, painting by William N. Maull.

(Courtesy of LOC.)

8.61 International and Coastwise Shipping

Some positive maritime news for 1857 associated with New Orleans included a new shipping line between Europe and that Louisiana port. The Compagnie Franco-Américaine (Paris-Lyon interests) commenced a short-lived service between “Havre, Havana and New Orleans” by 1857 using the “French-built *Jacquart* and *François Arago*” (Bonsor, 1983, pp. 43-44). Advice published by the Daily Telegraph of London in early December 1857 recorded relevant shipping as such; *Crown Point* (New Orleans to Liverpool) (Shipping Intelligence, 1857).

Regional shipping continued at its regular brisk pace only being diverted due to the normal but unpredictable autumnal gales. One steady market to the east persisted in its heavy demand for a traditional commodity. In the early to late antebellum periods, salted meat “came to many plantations of Florida from the West” aboard New Orleans shipping (Davis W. W., 1913). Supply and demand for pork and beef would remain constant up to the commencement of the Civil War. Naturally, in the prosecution of that armed conflict, the former state of affairs declined sharply while the latter increased disproportionately.

Shortly after New Year's Day 1858, the *Empire City* grounded at the Balise. At the time of the stranding, the New York City steamship was in bound from New York via Havana having cleared the former port on 2 December (Royal Gazette and Newfoundland Advertiser, 1858). Maritime reports associated with New York steam navigation, however, improved dramatically by midsummer. In late July 1858, a Dallas journal related that "A new era seems to be dawning on our city" (Dallas Herald, 1858, p. 1).

The Texas paper referred to the "momentous" news that shipping magnate Charles Morgan of New York negotiated a contract during June with the Dallas based Southern Steamship Company . . . "by which all their vessels-composing a fleet of eleven large steamships[s]-were united under one management, and are to run for many years from this city [Dallas] to ports in Florida and Texas" (Dallas Herald, 1858, p. 1).

Two curious maritime cases, among many, presented before Louisiana courts during the late antebellum period verified the general shipping of extravagant chattel. Exorbitantly priced frivolous goods transported from Europe to New Orleans appeared the norm. The case of *W. H. Letchford, et al. v. Ship Golden Eagle* was largely related to a shipment of spoiled luxury fabric (Earl K. Long Library Collections, 2002–2010). Merchants William H. Letchford, James S. Taylor, and Jacob A. Otto alleged that in early November 1858 Master Edward Stone of the ship *Golden Eagle* departed Havre, France with a consignment of 12 packages of goods for their New Orleans firm. Court documents revealed that the "damaged" items included "Organdie Muslins," which were valued at some \$2,100.

In August 1859, the ship *R. D. Shepherd* sailed from Havre to New Orleans, and upon reaching Louisiana, Jules Levois attempted to take possession of his consigned package containing "watches, music boxes and articles of jewelry of the value of Three Thousand Dollars" (Jules Levois *v.* James Gale (Earl K. Long Library Collections, 2002–2010)). Over the course of the passage, the valuable items were "lost, stolen, or embezzled" without "any dangers of the seas having intervened" (Jules Levois *v.* James Gale (Earl K. Long Library Collections, 2002–2010)).

8.62 Antebellum Russian-American Shipping

In the decade before the onset of the Civil War, numerous ships engaged in Russian-American commerce entered and cleared the port of New Orleans. Even before the Russo-American treaty that concluded December 1832 loosened restrictions on trade between the two nations, some 75 passages were made during 1822 from Kronstadt to American ports. Only two American vessels brought Russian goods to the Gulf that year and these were in bound to New Orleans (Kirchner, 1975, pp. 27-28, 65, 133). Merchant records for 1849/1850 suggest that three "Russian" vessels visited the Louisiana port; and were identified as the *India* (Captain Ziegeler), *Lucina* (Mathin), and *Martha* (Klockgether) (Kirchner, 1975, p. 98).

By 1857, cotton replaced sugar as the principal U.S. export from southern ports to Russia and this desirable commodity was carried to St. Petersburg aboard at least fifteen ships clearing New Orleans, and two each from Savannah and Charleston. In 1858, fourteen ships carrying the same cargo cleared New Orleans, while only seven total cleared Savannah and Charleston; one and six, respectively. During 1859, fifteen vessels cleared New Orleans for St. Petersburg compared to four vessels clearing Savannah (two) and Charleston (two) (Kirchner, 1975, p. 133). Kirchner (1975, p. 133) did, however, suggest that port records originating at Charleston could be incomplete for the period.

New Orleans custom-house records studied for March 1859 listed these vessels clearing for Russia; *Vanguard*, *Castine*, *Francis B. Cutting*, *R. B. Sumner*, *Ocean Pearl*, *Anni T. Schmidt*, *Ann Washburn*, *Pyramid*, and *Golden Eagle*. The "Russian ship *Chludow*" sailed in late April 1859, and this particular vessel was anchored off the Crescent City during the previous summer; June 1858 (Kirchner, 1975, p. 133).

8.63 Establishment of Ship Shoal Light, 1859–1860

During 1852, the “provisional Lighthouse Board” requested \$20,000 from Congress to commence construction of a “first-class iron skeleton tower” to be installed at “Ship Shoal Island,” Louisiana (U.S. Coast Guard, n.d.). The “state-of-the-art” frame “provided greater foundation stability due to the friction of the helicoidal, cast iron piles which were screwed into the sand” over obsolete brick designs used formerly in the region (Shade & Kilgore, 1997, p. 3). Over the next eight years, the funding increased and by its installation, a total of \$103,000 was appropriated. In August 1857, “as construction was beginning, the first wooden platform, which was built to place the piles, was washed away in a severe storm” (Shade & Kilgore, 1997, p. 4) .

Records deposited at the “National Archives II” [ca. 1996] suggested that the Ship Shoal lighthouse (SSLH) structure was manufactured by the Philadelphia firm of I. P. Morris based on original construction drawings prepared by civil engineer J. K. Willdikin (Figure 44). USACE lieutenant W. H. Stevens eventually supervised its erection during 1859 on the shoal site. In their meticulous document “Historic American Engineering Record” (HAER) for the subject structure, architectural historians Shade and Kilgore (1997, p. 5) related

At the time of construction, the lighthouse stood in 15 feet of water on sandy shoals. Screw piles [Figure 45], nine of them, formed a 40 diameter circle supporting the lighthouse. Horizontal and diagonal bracing occurred just above the sandy bottom. Bracing also occurred from each joint to the central pile support. Five feet above the water line, the supporting legs of the tower inclined in at approximately 12 degrees and were horizontally and diagonally braced at this level.

Surveys conducted by USN personnel on behalf of the eighth district were taken “Under and Around” the lighthouse during 1868 to evaluate the damage inflicted by a severe 1867 hurricane. At that time, the sea floor was eroded which caused the tower to lean toward the northeast by several degrees. By 1873, riprap previously placed around the foundation was lost due to intense wave action. To determine whether concrete and ballast was needed to reinforce the screw piles, USN personnel returned to the site to take soundings and examine the damage. Eventually, granite blocks were distributed around the tower to mitigate the recurring issue. Extant historical records associated with the 1868/1873 soundings are presented as Appendix H.

A report “To Mariners,” broadly published in American and European papers during early February 1860, confirmed that the “new light-house at Ship shoal” was complete (To Mariners-New Light-Houses, &c, 1860, p. 2). U.S. engineer W. H. Stevens speaking on behalf of the ninth lighthouse district remarked that “It will be lighted for the first time at sunset on the evening of Wednesday, the 29th inst., and will be kept burning during that night and every night thereafter” (To Mariners-New Light-Houses, &c, 1860, p. 2).

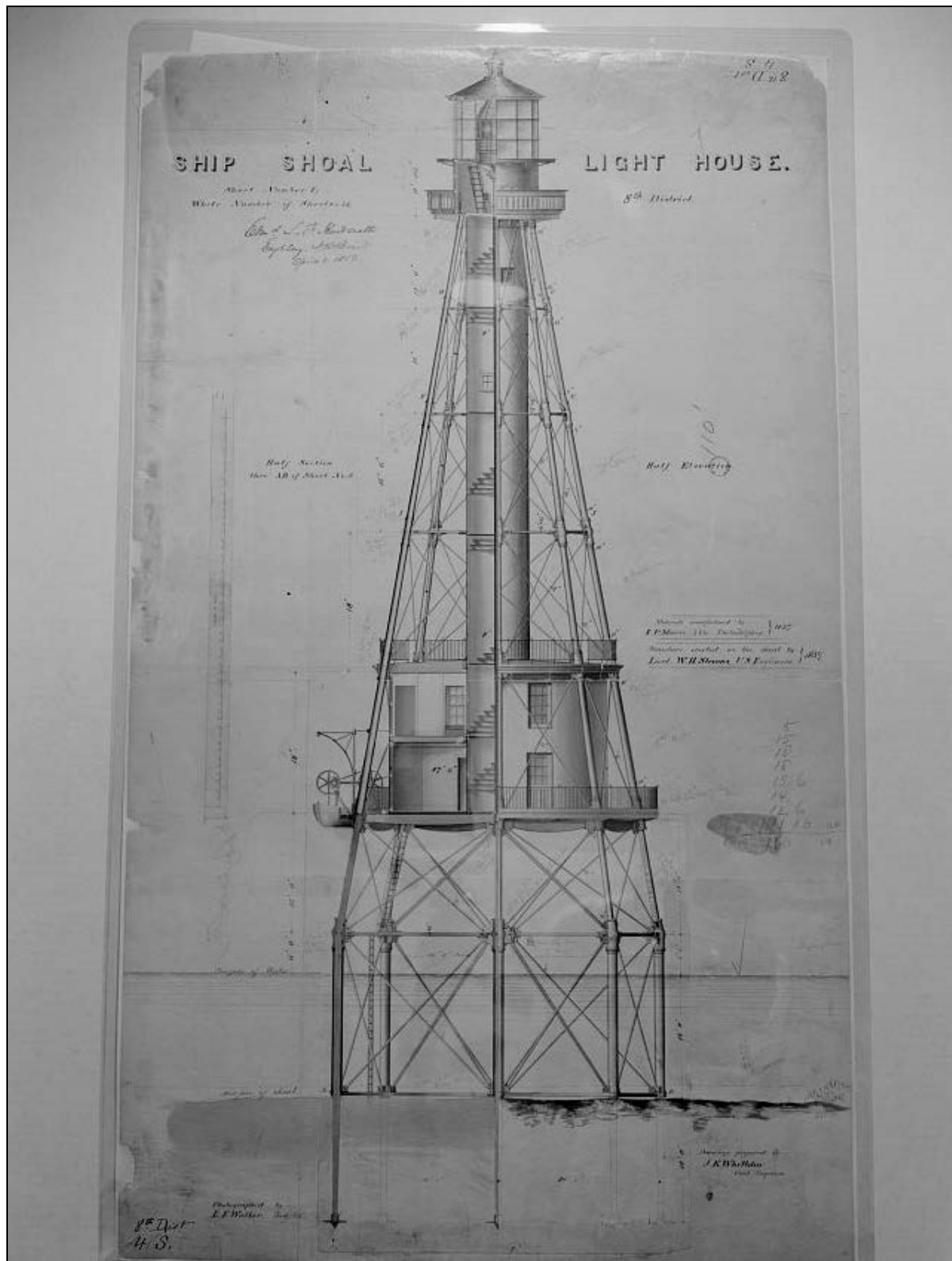


Figure 44. Ship Shoal Light Station, Willdink plan.
(Courtesy of LOC.)

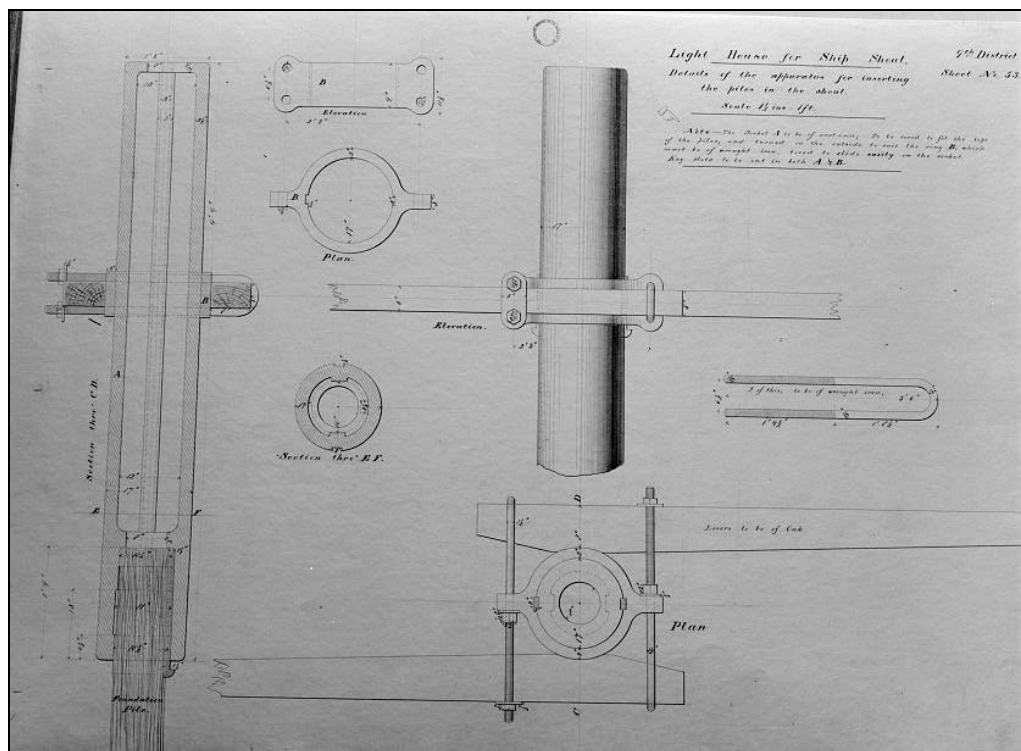


Figure 45. Diagram of apparatus to be used to insert piles in Ship Shoal.

(Courtesy of LOC.)

8.64 Mississippi Sound Defenses (1860)

In early April 1860, Secretary of the Treasury Howell Cobb presented “a memoir of the Mississippi sound on the Mexican Gulf coast” plus “maps and charts of the same” to the 36th Congress, 1st Session. Executive document *No. 58* also provided an appropriation narration related to that region’s “naval and military defences” that included *only* the March 1857 fortification of Ship Island for \$100,000 (U.S. Congress, 1860, pp. 1, 8-9).

8.65 Sabine Pass Society, July 1860

A review of the Federal census tallied in mid-July 1860 provided a rare demographical overview of remote Sabine Pass society prior to the commencement of the Civil War. Collected data included the “Profession, Occupation or Trade” of “Free Inhabitants” and their places of birth. These categories shed light on contemporary maritime commerce and immigration patterns. Michigan native Niles Smith described his occupation as “Steam Boating,” and along with wife Mary owned personal property valued at \$100. Massachusetts native Abel Coffin, Senior identified his profession as “Ship carpenter.” Coffin was enumerated as 70 years of age and his household included several adults engaged as housekeepers (2), a merchant, a machinist, carpenters/joiners (4), a laborer, and one “Sea man” (Census of 1860, Sabine Pass, Jefferson City Texas, 1860). The household of 40-year-old J. R. Birch, captain of the steamboat *Sabine*, included his wife Julia, their five children, and “Chief Engineer” Leonidous [sic] Nickleson and “2nd Engineer” Andrew E. Nickleson. The “Nickleson” brothers were 34 and 21 years of age and were born in Pennsylvania (Census of 1860, Sabine Pass, Jefferson City Texas, 1860). At this date, virulent political rhetoric flared in the nation’s capital, which ultimately and significantly impacted this small yet strategically positioned maritime settlement.

On 10 December 1860, a letter addressed to the Charleston Mercury [South Carolina] editor suggested that a caucus of 26 “Senators and Representatives from the cotton States” assembled in the District of Columbia to discuss the “necessity of the *immediate secession of South Carolina*” (U.S. War Department, 1880, p. 94). The Washington correspondent added that there were no “dissenting” voices among any of the lawmakers including those from the five Gulf States. (U.S. War Department, 1880, pp. 93–94)

8.66 Secession of Louisiana (January 1861)

On 10 January 1861, the adjutant-general of the U.S. Army was informed at his Washington, D.C. office that the U.S. Arsenal and barracks at Baton Rouge “were surrendered . . . upon demand of the governor [Thomas O. Moore] of the State, backed by a very superior force” (U.S. War Department, 1880, p. 489). The agreement reached between Governor Moore and the deposed U.S. army commander on 11 January stipulated that “the officers and enlisted men of the United States” were to “move within thirty-six hours” with the exception of a few paroled Federals to assist “property settlements” (U.S. War Department, 1880, p. 490). Significantly, Governor Moore demanded that the Federals must “leave by river transport for some point above and beyond the State of Louisiana,” thus blocking any U.S. army navigation on the Gulf. (U.S. War Department, 1880, pp. 490–492)

Over the course of the next three weeks, Louisiana “state troops” also seized Forts Jackson, Saint Philip, and Fort Macomb. In the interim, the Louisiana legislature adopted an ordinance of Secession on 26 January 1861. Rodrigue (2001, p. 31) related that while Secession “enjoyed popular support in Louisiana,” the “support was not unanimous...as Unionist sentiment, or at least misgivings over secession, prevailed among many white southerners during winter and spring 1861.” After voting to secede during the Baton Rouge special convention held on 26 January 1861, Terrebonne Parish sugar planter Andrew McCollam exclaimed the decision as the ‘bitterest pill that I ever took’. (Rodrigue, 2001, p. 31)

8.67 American Civil War Period (12 April 1861–9 April 1865)

On 6 March 1861, the Confederate States Army (CSA) was formally organized and Confederate Secretary of War Leroy Pope Walker immediately “notified the governors of the states in the Confederacy” that President Jefferson Finis Davis “was authorized to receive volunteers for twelve months” (Davis W. W., 1913, p. 90). Three states including Louisiana were immediately asked to furnish 1,000 soldiers to the CSA to be installed at Pensacola. “Arms, ammunition, accouterments, tents, and even clothing for Florida troops” were purchased in five Southern cities that included New Orleans (Davis W. W., 1913, pp. 90-91).

Before the shelling of Fort Sumter (4:30 AM) on 12 April 1861 by CSA artillery under the command of General Pierre Gustave T. Beauregard [Terrebonne Parish resident], Union vessels commenced congregating in the northern Gulf to assume oppositional positions. Private shipping for April and May 1861 continued at a steady pace and New Orleans port records confirmed that the bark *Tycoon* [Liverpool via Galveston with coal] and bark *William and Henry* of New York [Pensacola for Montevideo] sailed without interruption (Marine Intelligence.; Cleared. Arrived. Sailed. By Telegraph, 1861). In the interim, numerous vessels belonging to the United States fleet had arrived at Pensacola on 12 April (Figure 46; Figure 47).

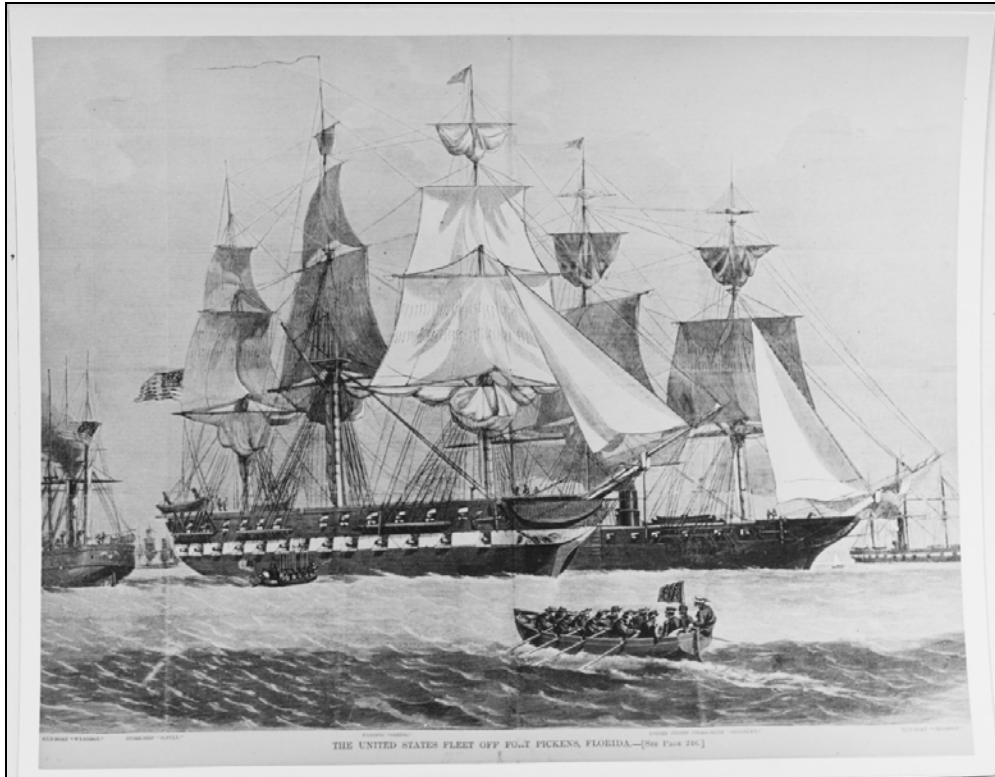


Figure 46. "The United States Fleet off Fort Pickens, Florida".
(Courtesy of Naval History and Heritage Command.)

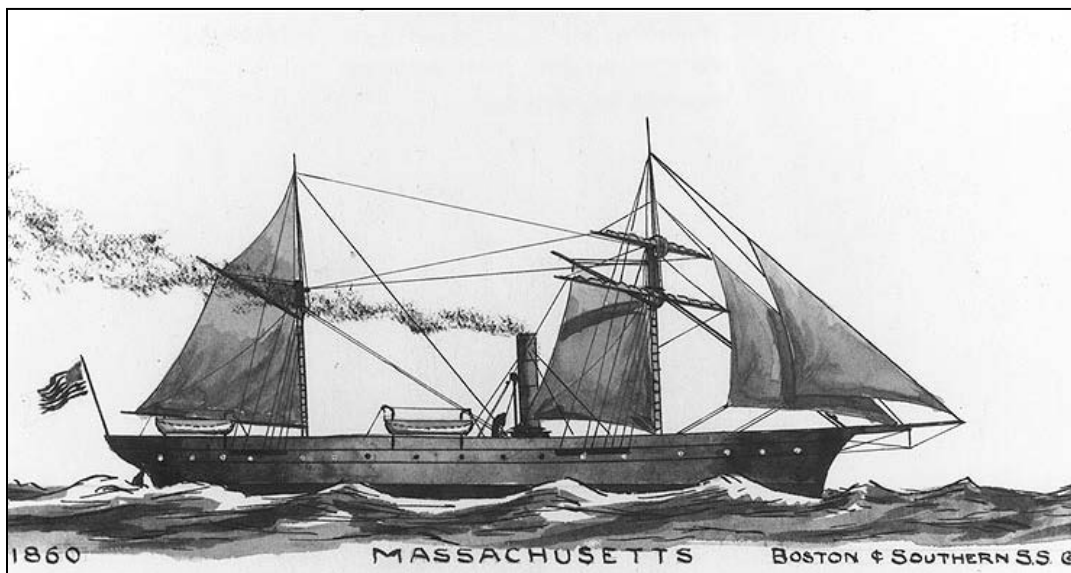


Figure 47. Drawing of steamer *Massachusetts*.
(Courtesy of Naval History and Heritage Command.)

8.68 Legitimacy of Confederate Privateering

In his respected work related to the Civil War destruction of merchant shipping, Smith (1917, pp. 32-33) cited two prominent 19th-century jurists in regard to the legitimacy or illegality of prize disposals and the status of neutrality. The first stated that ‘When captured property cannot be taken into port the captor may proceed to destroy or ransom it’ (Kent, 1878, p. 251); and the second suggested

Debarred from carrying their prized into their own ports which were under blockade, or into those of neutral Powers, the Confederates early adopted and continued to the last the practice of burning them at sea. This is certainly a destructive way of making war; it aggravates the waste and havoc which are inseparable from hostilities directed against private property, and of which the avowed purpose is the temporary ruin of the enemy’s commerce Cases might, indeed arise in which the whole or part of the cargo was either owned by neutrals or documented at least as neutral property; in such case—and they were numerous—it was the custom of the Confederate commanders, if they were satisfied that the neutral claim was genuine, to release the ship on a bond being given for payment of a ransom; if they thought it fraudulent, to destroy both ship and cargo. (Bernard M. , 1870, pp. 419–420)

The controversial detention [14 May 1861] of the New Orleans-bound *Wanderer*, which arrived at Key West on 5 April 1861 from Havana served as one of the first test cases regarding libel of CSA privateers. Writing to U.S. Secretary of the Navy Gideon Welles from aboard the USS *Crusader*, U.S. Navy lieutenant T. A. Craven (U.S. Navy Department, 1896, p. 169) commented

SIR: I have the honor to report to you that the notorious yacht *Wanderer* arrived in this port [Key West] April 5 from Havana. Her papers are good, though with some irregularities, and on consulting with the U.S. district attorney I am satisfied that no libel can be sustained against the vessel. The course of my investigation has brought to light the fact that this schooner is to be sold to certain parties in New Orleans at a high price, to be fitted out as a privateer. I have therefore detained her as vessel which can be used for no valuable purpose except as a cruiser or dispatch vessel. As a privateer she would be most formidable, as you may perceive from her dimensions, as follows: Length, 106 feet; breadth, 25½ feet; depth, 9½ feet; burden, 231 tons. She was built in 1857, has the reputation of being a remarkably fast sailer, and is ready for sea. Armed with one long 24-pounder, and with a crew of 25 men, this vessel may be disastrously destructive to our shipping in the West Indies, and there was a general feeling of relief expressed among shipmasters in Havana when it was learned that I had seized the *Wanderer*. I submit to you, sir, this case. While I was aware that I have no legal grounds for detaining the vessel, I do not feel justified in permitting her to escape to the rebels [sic], and the only way in which that result can be prevented is by the U.S. Government becoming purchasers or charterers. She can be bought for \$15,000, and without expense or alteration can be fitted out as a dispatch vessel or as a serviceable cruiser. You have probably learned, sir, that vessels of the United States are being transferred to the English flag in the port of Havana by a simple and expeditious process which enables vessels, however strongly suspected, to escape the vigilance of the U.S. consul-general.

8.69 Initial Gulf Blockading Squadron Objectives

The Chandeleur Island region was considered to be of strategic importance at the very onset of the conflict. At his Apalachicola station, U.S. Navy Commander T. D. Shaw advised Gulf Blockading Squadron Flag-Officer William Mervine on 12 June 1861 that “a small trade” could be carried on light draught vessels between the Florida port and New Orleans (U.S. Navy Department, 1903, pp. 546-547). Shaw reported these watercraft could elude his guns, run “in very shoal water,” and could then reach the Crescent City “by passing through the lakes, Pontchartrain, etc., and north of the Chandeleurs” (U.S. Navy Department, 1903, p. 54).

8.70 Mississippi Sound Engagement, 9 July 1861

Less than one week after Abraham Lincoln’s historic address of 4 July 1861 regarding the suspensions of the Federal Government in Louisiana [and five other states]; Federal vessels were positioned off the Chandeleur Islands. On 10 July 1861, U.S. Navy Flag-Officer Mervine informed Gideon Welles about the previous day’s naval engagement against Ship Island’s Confederate batteries and the need to fortify Chandeleur Island, as such

SIR: I have the honor to enclose herewith, for your information, a copy of the report of Commander Melancton Smith, of the U.S.S. *Massachusetts*, in relation to a fire opened upon him from Ship Island. This island is fortified by rebels, for the purpose of protecting their inter-water commerce with New Orleans, which is very important to them. This could be entirely cut off by light-draft steam propellers, or, indeed, by sailing vessels, mounting one 18 or 24 pounder pivot gun and two or more light howitzers. I shall, in all probability, be compelled to throw up a battery on the north point of Chandeleur Island to secure an anchorage for the vessels stationed in Mobile Bay during bad weather. That island affords a lee and good anchorage, even during hurricanes. (U.S. Navy Department, 1903, p. 580)

Smith’s referenced report written “Off Chandeleur Island, July 9, 1861” included details about his movements leading up to the day’s combat. The *Massachusetts* reached the island chain by noon on 4 July from Pensacola and “finding everything quiet” proceeded “to Pass à l’Ouvre on the 6th and thence to South West Pass on the 7th to deliver [Mervine’s] dispatches” (U.S. Navy Department, 1903, p. 580). Returning to the Chandeleurs on the evening of 8 July, Smith observed that the Ship Island beacon was extinguished and presumed that Confederate forces occupied the latter. On the morning of 9 July, Smith and his crew witnessed the erection of four batteries constructed of “bales of cotton and sand bags,” thirty-nine tents and three Secession flags (U.S. Navy Department, 1903, p. 581).

Over the course of the day, Smith fired 17 round shot from the *Massachusetts*’s pivot gun and 15 fifteen-second shells from its deck gun attempting to strike the Ship Island batteries. At the end of the day, Commander Smith estimated that the Rebels [300 to 800 estimate] had fired at least 26 shot or shells and that they were in possession of “1 rifled cannon, 2 guns of heavy caliber, [and] one 12-pounder” (U.S. Navy Department, 1903, p. 581). “Deeming it injudicious to leave for Mobile before dark,” Smith steamed to back to the Chandeleurs “to remove the lens and secure the lighting apparatus at that station” (U.S. Navy Department, 1903, p. 581) .

In regard to that hot local action and with a different prospective, Confederate States Navy Lieutenant A. F. Warley advised CSA Captain E. Higgins,

After you left me on Ship Island, on Saturday afternoon, the 6th instant, I instantly commenced to get ready to defend it. You landed me at 4 p.m. At 8 o'clock I had the 8-inch, the 32-pounder, and howitzers in battery, the men running up the heavy guns through the sand, laying the platforms, and building sand-bag breast-works in a manner calculated to gratify every officer in the expedition. On Monday afternoon [8 July 1861] a company of infantry, seventy-five strong, under the command of Captain Roland, came to my assistance. The same evening a sail was discovered standing in, and came to anchor to the westward of the Chandeleur Light. At about 9 p.m. she fired a gun, and apparently made signals with white lights, and the 'beat to quarters' was distinctly heard. We were on the alert throughout the night. In the morning we discovered that she was a two-masted steam-propeller, at anchor, supposed to be the *Massachusetts*, with a tender astern. (U.S. War Department, 1898, pp. 708–709)

Ultimately, Warley ordered his sailors to open fire on the Federal vessel with an 8-inch gun and 32-pounder which compelled the *Massachusetts* to show colors and to then fire its own bow gun and broadside guns at the Confederate batteries. "At this period of the action two steamers, the *Oregon* and *Grey Cloud*, made their appearance in the distance," and according to Warley, the former reached Ship Island bringing ammunition taken off the Confederate prize *Grey Cloud* (U.S. War Department, 1898, p. 709). Over the course of the same day [9 July 1861], the "enemy" returned to open fire on the Ship Island batteries but soon "retreated to the Chandeleur, where she came to anchor and remained some time" (U.S. War Department, 1898, p. 709).

On the morning of 13 July 1861, while the USS *Massachusetts* remained stationed near the "Chandeleur Island Light," its commander observed "two armed steamers, the *Oregon* and *Arrow*," cruising at full steam toward his vessel (U.S. Navy Department, 1903, p. 602). When in range, Melancton Smith opened fire causing the Confederates to "uselessly" expend their ammunition but continued to throw "an occasional shot and shell" to encourage their engagement. This action ended when the Confederate steamers returned to Ship Island after failing to draw the *Massachusetts* in firing range of the island batteries (U.S. Navy Department, 1903, p. 603).

Contemporary Federal reports noting local seizures of blockade runners provided details about early wartime shipping and clandestine cargoes. On 20 June 1861, the US steam sloop *Brooklyn* captured the "brigantine *Nahum Stetson*, of and for New Orleans, sailing under a British provisional register" (U.S. Navy Department, 1903, p. 602). USN Commander Poor advised his Gulf Blockading Squadron superior that he confiscated "2,000 Mexican dollars" for the use of his ship, the *Brooklyn* (U.S. Navy Department, 1903, p. 602). A few weeks later, the same Federal sloop intercepted "the bark *Pilgrim*, of and for New Orleans, with a cargo of brandies and wines" (U.S. Navy Department, 1903, p. 602).

Shortly thereafter, U.S. Navy lieutenant David D. Porter of the U.S. steam sloop *Powhatan*, stationed off South West Pass, reported that he "captured a pleasure party" who had deserted New Orleans "to prevent being persuaded to enter the Army" (U.S. Navy Department, 1903, p. 602). Intelligence offered "freely" by the unknown Southerners suggested that the Federal blockade had temporarily hindered the "fitting out" of 12 privateers ["small sailing vessels"]; and that one steamer was being completed but that it was "a poor concern without speed" (U.S. Navy Department, 1903, p. 602).

Porter mentioned, too, “the boat with the iron horn” upriver and the recent departure of the CSS *Sumter* from New Orleans (U.S. Navy Department, 1903, p. 602). Another contemporary Federal report suggested that the *Sumter* was cruising in “Providence Channel” to possibly intercept Union transports or that the Confederate privateer would likely attempt to capture “homeward-bound steamers from Aspinwall” (U.S. Navy Department, 1903, p. 601). The sighting of a Confederate privateer “to the westward” of Mobile in early August 1861 prompted the commander of the USS frigate *Niagara* “to tow the *Wanderer* to the Chandeleurs” (U.S. Navy Department, 1903, p. 614). Medicine was supplied to the *Massachusetts* still stationed there; and the *Niagara* cruised back to South West Pass where its master observed the barkentine *Andrew Manderson* and *Water Witch*. (U.S. Navy Department, 1903, p. 614)

Two unrelated but sequential CSA telegrams confirmed the escalation of regional offensive and defensive measures during mid-September 1861 and alluded to military shipping. On 12 September 1861, CSA quartermaster-general A. C. Myers [Richmond, Virginia] ordered New Orleans quartermaster I. T. Winnemore to “send large guns destined for Galveston forward without delay” (U.S. War Department, 1898, p. 738). At New Orleans, on the following day, CSA Major-General D. E. Twiggs telegraphed CSA secretary of war Leroy Pope Walker [soon replaced by Judah Benjamin] commenting that “the enemy appear to be erecting works on the Chandeleur Islands. Two large steamers there. If there is any powder to be had let me have some”. (U.S. War Department, 1898, p. 738)

8.71 Fortification of Chandeleur Island, September 1861

On 20 September 1861, the Richmond Whig reported that

A sailor captured by the Federal steamer *Massachusetts*, and subsequently set adrift in a leaky boat on account of his refusing to take the Lincoln oath, was picked up and has arrived here [New Orleans]. He reports that the Federals have nine batteries on Chandeleur Island, and are expecting lumber to build houses and hospitals. Twelve thousand men are to be placed on that island and in the neighborhood. They also intended to fortify Ship Island (Figure 48) and prevent all communication between Mobile and New Orleans. The sailor said the enemy received daily the New Orleans papers, and were fully posted in regard to current events. (Boston Herald, 1861, p. 4)

Countless American newspapers published versions of this chatter in early December 1861 mentioning the “Chandeleurs,” which brought the previously obscure location into the limelight. Ironically, except for shipwreck events impacting mariners and shipping interests, the Chandeleurs had not received this notoriety since The Naval War of 1812 action. As the winter season commenced, another widely reported story was published in Confederate States papers, U.S. papers, and in British journals. The standard version follows.

Only Two States Left.-The national [Union] flag now floats over the soil of every seceded State, except Alabama and Arkansas. In Virginia it floats over one-third of the State; in North Carolina, at Hatteras Inlet; in South Carolina, at Port Royal, and a half-dozen neighboring islands; in Georgia, on Tybee Island; in Florida, at Key West, Santa Rosa Island, and other points; in Mississippi, at Ship Island; in Louisiana, at Chandeleur Island; in Texas, at El Paso; and in Tennessee, at Bristol, Elizabethtown, and other points in the eastern part of the State. (Christian Liberator, 1861)

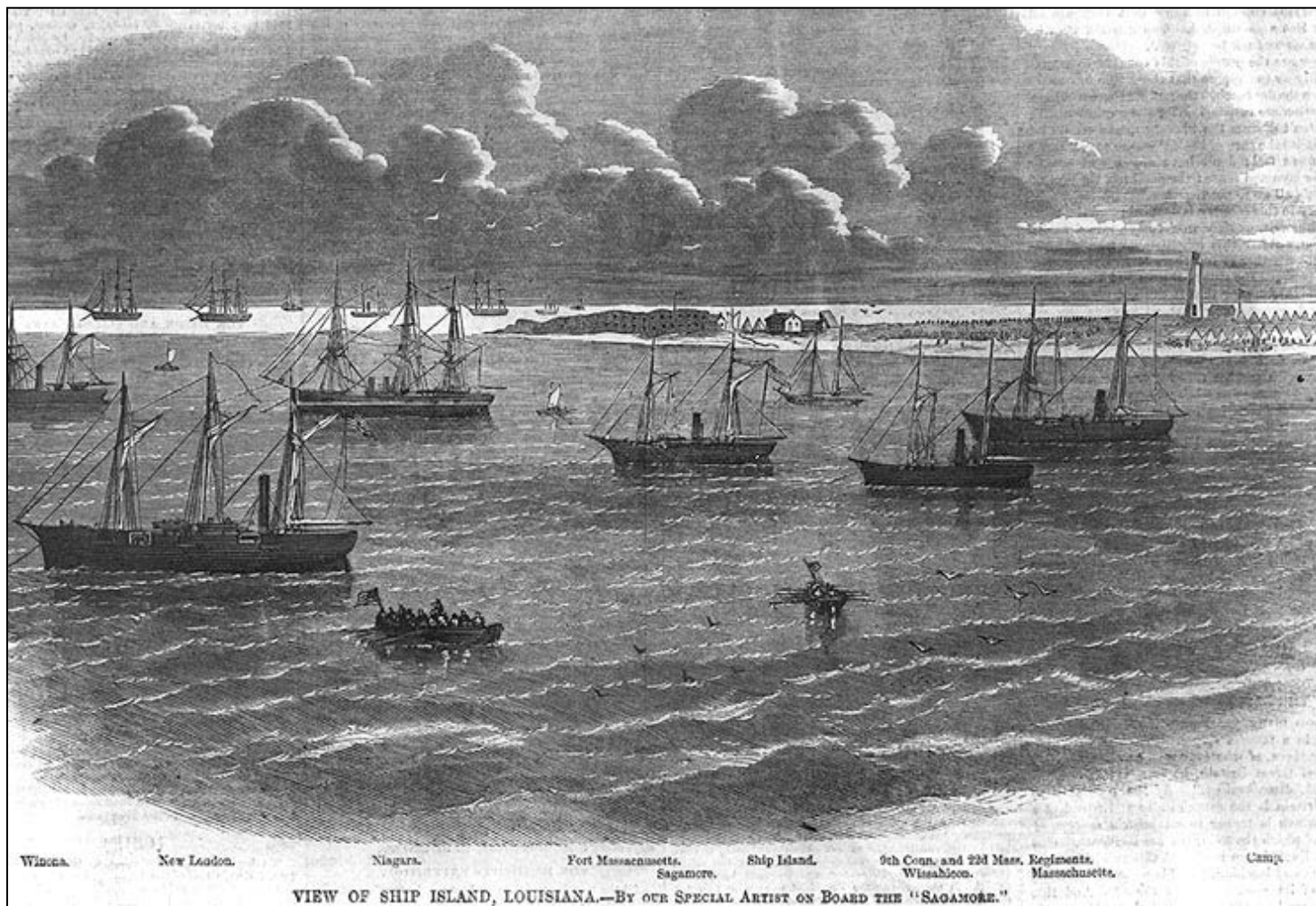


Figure 48. View of Ship Island, Louisiana.
(Courtesy of Naval History and Heritage Command.)

8.72 Tightening the Cordon to Strangle Secession

Frank Leslie's Weekly reiterated details of the recent Federal triumph off the Louisiana and Mississippi coastal island chain just two weeks later with the addition of a sketch [Figure 49]. In this instance, the artist captured the “U.S. war steamer Mississippi firing at a rebel war steamer” on 5 November 1861, as the second vessel reconnoitered near Ship Island provoking Federal ire (*Frank Leslie's Weekly*, 1861). By this date, the well-known “cartoon” featuring General Winfield Scott’s naval strategy to crush the Confederacy was widely circulated. “Scott’s Great Snake” (or the “Anaconda Plan”) alluded to the blockading of Southern States to suppress trade that in turn would destroy their economies and society (Figure 50).

Over the course of the conflict, northeastern U.S. magazines often published sketches of shipboard scenes and Federal shipping in the vicinity of Ship Island [and thus near the north point of Chandeleur Island]. Naval stations were not static, and coupled with relief assignments and dispatch services, a wide range of Federal vessels cruised the Louisiana coast between the Chandeleurs and Ship Shoal (Figure 51; Figure 52; Figure 53; Figure 54). Maritime activity at the Head of the Passes naturally remained constant throughout the war.

According to the *Nautical Magazine and Naval Chronicle* (1862, p. 102), British readers were advised by February 1862 that “131 lighthouses and vessels” had been “destroyed and removed since this civil war [American] began.” An attached list from the same source of “extinguished lights” off Mississippi and Louisiana follow.

Round Island, East Pascagonia [sic] River, Ship Island, Biloxi, Cat Island, Pass Christian, Merrill Shell Bank, St. Joseph Island . . . Pleasonton [sic] Island, Proctorville beacon, Rigolets, Bon Fonca [sic], Port Pontchartrain, Bayou, St. John, New Canal, Tchefuncti [sic] River, Pass Manchac, Chandeleur, Pass a l’Outre, South Pass, Head of the Passes, S.W. Pass, Timballier [sic] Bay, Ship Shoal, S.W. Reef, Shell Keys, [and] Sabine Pass.

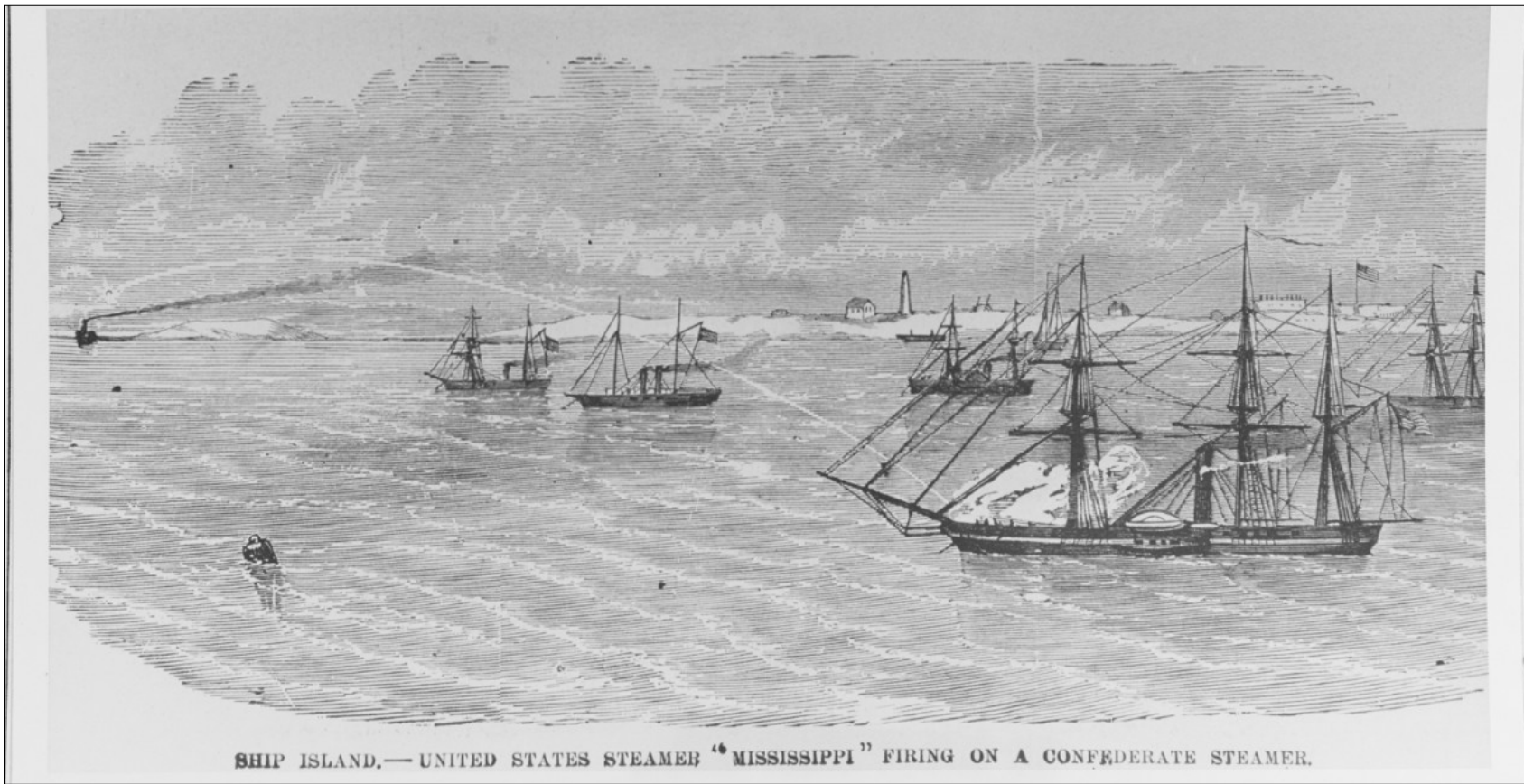
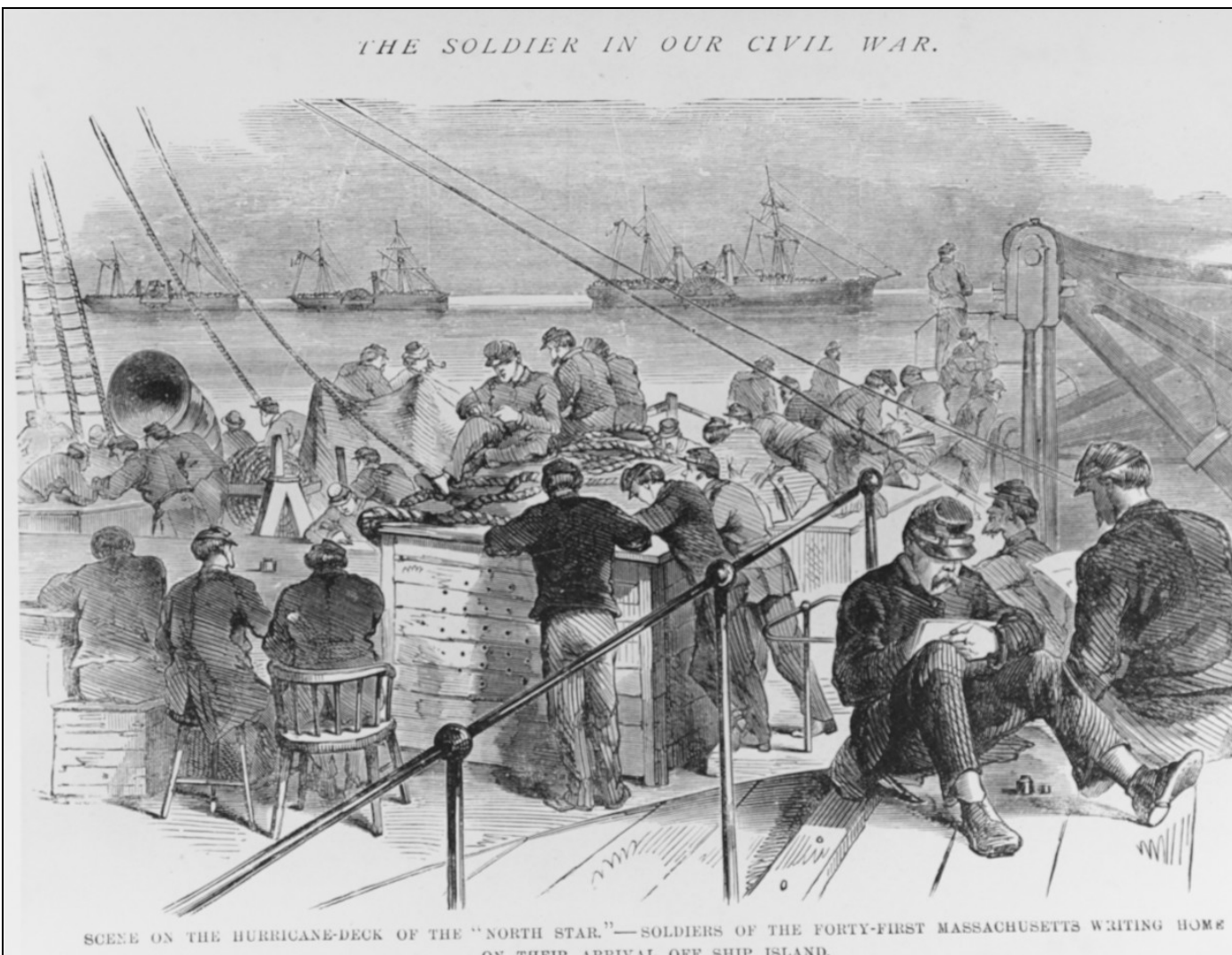


Figure 49. Engraving showing USS *Mississippi* firing on Confederate steamer near Ship Island.
(Courtesy of Naval History and Heritage Command.)



Figure 50. Whimsical 1861 map entitled “Scott’s Great Snake” or “Anaconda Plan”.
(Courtesy of LOC.)

THE SOLDIER IN OUR CIVIL WAR.



SCENE ON THE HURRICANE-DECK OF THE "NORTH STAR."—SOLDIERS OF THE FORTY-FIRST MASSACHUSETTS WRITING HOME ON THEIR ARRIVAL OFF SHIP ISLAND.

Figure 51. Soldiers of the 41st Massachusetts onboard U.S. army transport *North Star* off Ship Island.
(Courtesy of Naval History and Heritage Command.)

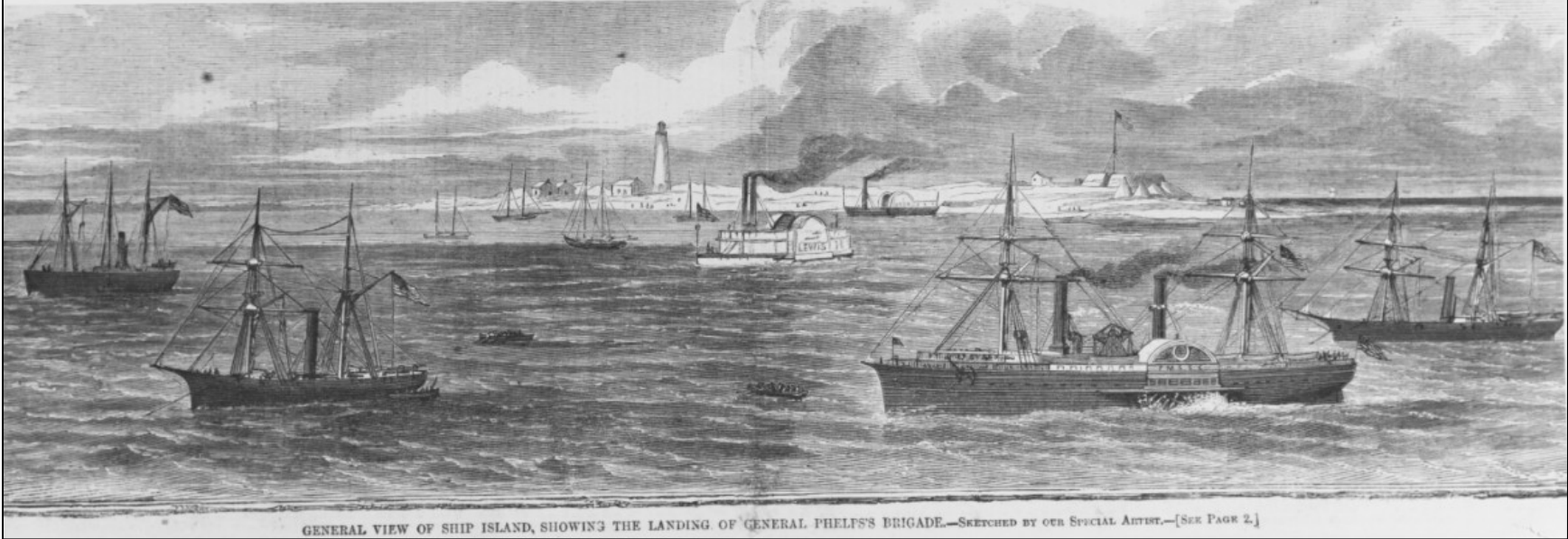


Figure 52. A General View of Ship Island.
(Courtesy of Naval History and Heritage Command.)

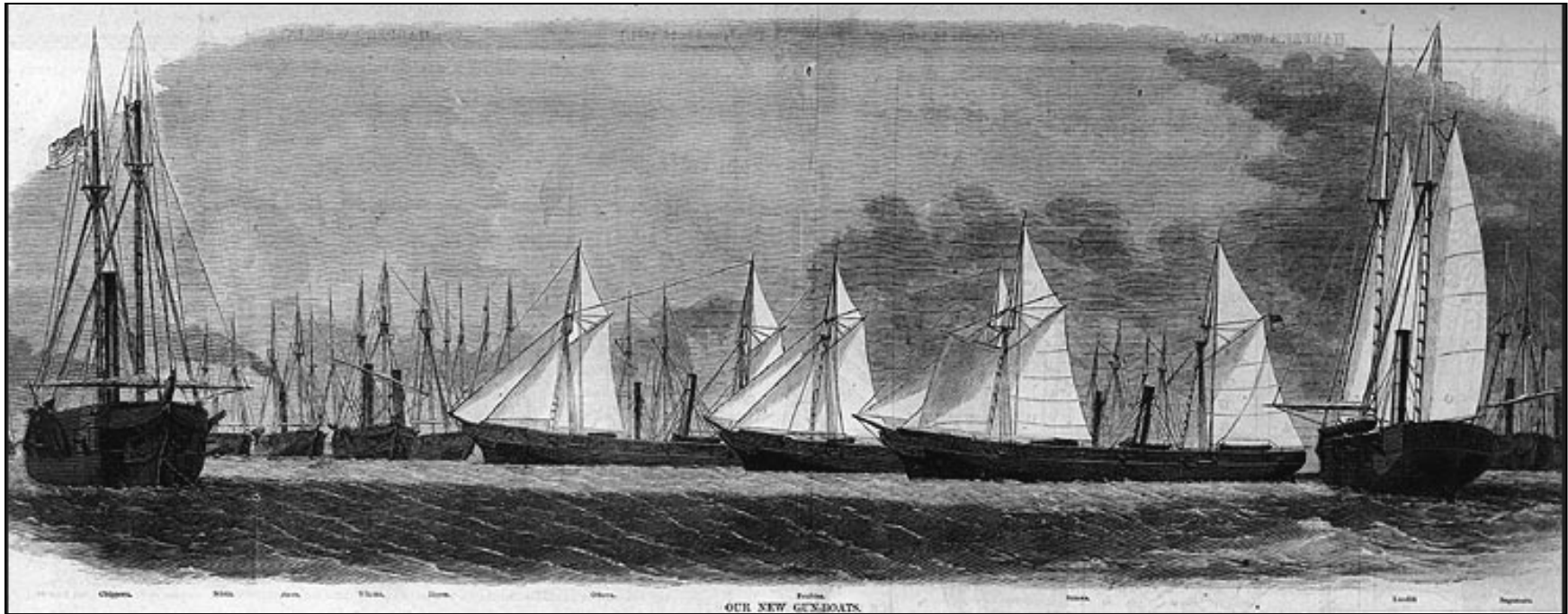


Figure 53. New federal gunboats, including USS *Sagamore*.
(Courtesy of Naval History and Heritage Command.)

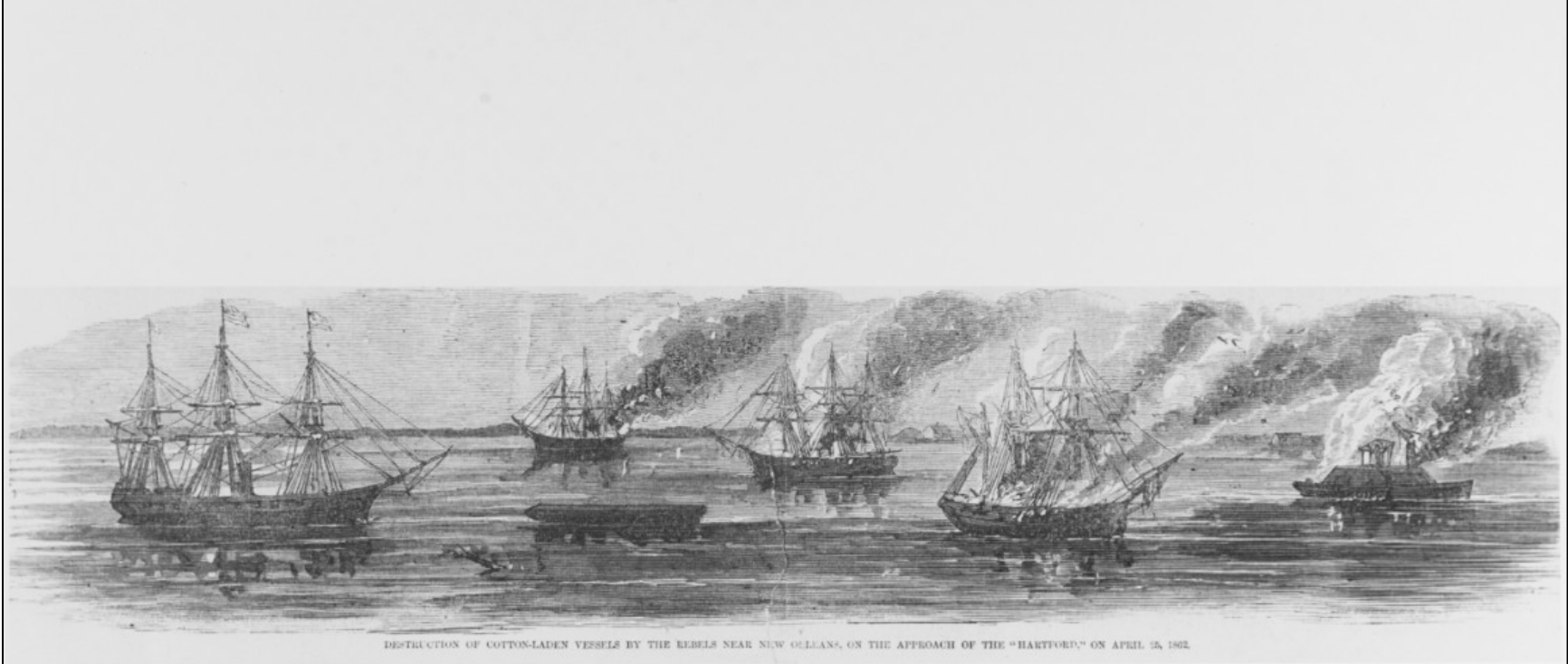


Figure 54. Destruction of Cotton-Laden Vessels by the Rebels near New Orleans on approach of the USS *Hartford*.
(Courtesy of Naval History and Heritage Command.)

In mid-December 1862, a Salem, Massachusetts light infantry regiment boarded the Union steam-transport *Jersey Blue* dispatched from the Port of New York [with sealed orders] to join forces commanded by Major General Nathaniel P. Banks ostensibly for the James River expedition. After setting out, and at the designated 24-hour mark, the secret orders were read; giving “Ship Island in the Gulf of Mexico, as the destination” (Whipple, 1889, p. 300). Before nearly shipwrecking off Hilton Head Island in a “very heavy norther,” the vessel described as “a death trap” limped into the South Carolina harbor and reached the Federal wharf without “loss of life” (Whipple, 1889, pp. 300-301).

By 31 December 1862, three companies of the 50th Regiment embarked aboard the bark *Guerilla* due to the fact that the *Jersey Blue* was then “condemned as unfit for any kind of service” (Whipple, 1889, p. 301). Captain George Putnam described the voyage to Louisiana as such

From Hilton Head, across the Bahamas to Ship Island, a good passage was made arriving there Jan. 16, 1863. Here new orders were received to proceed to New Orleans. A norther caught the *Guerilla* just after leaving the island and she was with much difficulty saved from going ashore on one of the Chandeleur islands. After many tedious delays New Orleans was reached Jan. 20, 1863. (Putnam quoted in: (Whipple, 1889, p. 301))

The contemporary *Statistical Pocket Manual* described *Guerilla* “as a sailing transport fitted up for carrying troops;” and commented that the bark carried “one gun, a 12 pounder boat howitzer” (Butler D. P., 1862, p. 35). By this date (1 January 1863) Major General N. P. Banks had been appointed as the Union supreme commander of the “Department of the Gulf,” and, as such, controlled some 40,000 troops in Louisiana.

In *Thank God My Regiment an African One, The Civil War Diary of Colonel Nathan W. Daniels*, editor Claire Weaver (1998, p. 22) presented this background to the diarist’s germane posting at Ship Island,

Included in Banks’s troop totals were the three regiments of the Louisiana Native Guards. Although the general was briefed by subordinates in the department regarding all phases of operations, his knowledge of the free black troops was minimal. He was, however, skeptical of the black officers from the start. One week after Banks assumed command, Chief Quartermaster Samuel B. Holabird wrote to him and suggested that several forts, including one on Ship Island, Mississippi, and Fort Pike on Lake Pontchartrain, could be ‘two thirds or more garrisoned by negroes,’ relieving the white troops stationed there, who were weakened from disease. The blacks were considered strong and healthy, used to the environment, and capable of fighting if necessary. Ship Island could easily be defended by a black regiment. Shortly afterward, on January 9, 1863, the 2nd Louisiana Native Guards received orders as independent detachments within the 19th Corps as part of the Defenses of New Orleans. Three days later, three of the regiment’s companies landed at Fort Pike with Lieutenant Colonel Alfred Hall, while the remaining seven companies, under the command of Colonel Nathan W. Daniels, docked at Ship Island with its Fort Massachusetts, ‘assigned to prison guard duty’ on the post.

In addition to the obvious overall subjugation of Confederate forces and disruption of marine commerce navigating near Louisiana’s coast, Major General Banks’s primary objectives outlined previously by President Lincoln and Lincoln’s chief military advisors were

. . . to open the Mississippi River with Major General Ulysses S. Grant, clear out the Red River Valley in western Louisiana, gain a foothold in Texas, move into Mobile, and later straighten out the state of Louisiana for Lincoln’s planned model of reconstruction. (Weaver, 1998, p. 21)

With respect to General Banks's early 1863 plans to subdue Confederate activities at the Louisiana-Texas border, the surprising January 1863 capture of the USS *Morning Light* at Sabine Pass confounded and shocked Federals in New Orleans (Figure 55). *Morning Light* "carrying eight 32s of 57 cwt." had been posted off Ship Island early on during the conflict, and its dramatic seizure proved a demoralizing event among Union army and navy forces.

Shortly thereafter, on Sunday, 22 February 1863, Union colonel Nathan W. Daniels commented on military activities in the vicinity of the Chandeleurs in this manner,

Washington's Birthday ordered a salute of twenty one guns to be fired which was done the grand old echoes reverberating for miles on the Gulf causing the secesh across the waters to wonder at our noise—The U.S. Naval Boats The Vincennes, Capt Madigan, The Relief Capt Manton, The Jackson, Capt Adams and the Clifton, Capt Law all fired salutes and for a little while it looked like a real battle. My Batteries led off first & the navy followed. Just as we commenced firing a steamer bore in sight in the office apparently intending to run outside without reporting at this naval [post]. Immediately the Clifton steamed up and started firing her salute as she went out to sea. It was a beautiful sight and awakened great enthusiasm both in the Army & Navy. She gained upon the Blockade Runner fast and when off Point ChandeLeur [sic] Light House overtook and captured the vessel which she has brought back and which proved to be a light draft steamboat out of Pascagoula—laden with cotton and Confections and bound to Havana. The chase was a beautiful one as the Gulf was as calm as water could be [for] the vesels all the while in sight. Had grand Review and Dress Parade in the afternoon--Then found a barrel of whiskey and gave us noble fellows a Washington treat—. (Daniels in (Weaver, 1998, pp. 50-51))

Daniels's eyewitness account provided great detail regarding both military and private watercraft reconnoitering near the Chandeleur Islands, and the Mississippi Sound. His diary also alluded to U.S. Naval activities in the region, identified contemporary military and/or contraband cargoes carried on transport and/or civilian vessels, and commented on weather events. On Sunday, 29 March 1863, Colonel Daniels recorded damages wrought by the previous day's "Terrible storm" (Weaver, 1998, p. 66). Mentioning a brig "wrecked" in the harbor by the gales but salvaged, Daniels philosophically remarked of the tempestuous marine environment as such,

As I sit in my Headquarters, I can lookout upon the Gulf of Mexico and see the surf breaking,—the huge waves coming nearly up to my feet—tis grand magnificent, the huge men of war are tossed about like playthings upon the water. The storm increases with great rapidity, and bids fair to wreck everything off and on The Island tonight. It appears as though, after the sun had set, that its monitor had succumbed to its fury and that its hell hounds were now let loose . . . Tis one of these terrible storms this Gulf is noted for. Destruction to every white winged messenger that crosses its deadly path. (Daniels in: (Weaver, 1998, pp. 66-67))

On the following morning, Colonel Daniels wrote that the storm continued "with unabated fury," which he reckoned should have blown his dwelling down. He remarked that small vessels in the harbor were "all wrecked either torn to pieces at anchor, or driven out to sea" (Daniels in: (Weaver, 1998, p. 69)). By April Fool's Day 1863, the torrential rains accompanied by sharp lightning had ceased and shipping resumed. Over the course next 10 days, Daniels mentioned the arrivals (from New Orleans) and departures of the U.S. Navy steamer *Antona* and that of the sloop *Belle*. Encounters and "speaking" with the steamer *General Banks*, sloop of war *Vincennes*, and U.S. blockader gunboat *Jackson* were also recorded by the colonel (Weaver, 1998, pp. 73, 79).

Overall, Daniels's observations shed light on the vast and varied vessel traffic plying the northern Gulf because many followed routes taking them in close proximity to all project areas studied in this document. Editor Claire Weaver (1998, p. 38) described his critical vantage point as such,

Ship Island was a primary refueling stop for steamers traveling the coastal route linking Key West, Pensacola, New Orleans, and Galveston. Large ships, those of more than 1,500 tons, might remain in the harbor for several days while taking on up to 700 tons of coal. The island also had a machine shop capable of providing vessels with routine maintenance and even major overhauls. Commodore Henry H. Bell's *Brooklyn*, en route from Pensacola to Galveston, stayed at Ship Island for a month undergoing repairs.

Consecutive editions of the *Register of the Commissioned, Warrant, And Volunteer Officers of The Navy of the United States* (U.S. Navy Department, 1863); (U.S. Navy Department, 1864) identified watercraft assigned to the eastern Gulf and western Gulf blockading squadrons for calendar years 1862 and 1863. For the period ending 31 December 1862, 64 vessels were under the command of Rear-Admiral David G. Farragut (U.S. Navy Department, 1863, pp. 192–199). Details related to Federal watercraft reconnoitering the latitude of the modern project areas are related in **Error! Reference source not found.**Table 7.

Table 7. U.S. Navy watercraft

Vessel	Rigging	Commander	Junior
Flagship <i>Hartford</i>	Steam Sloop	James S. Palmer	Thornton A. Jenkins
<i>Pensacola</i>	Steam Sloop	Henry W. Morris	George H. Perkins
<i>Brooklyn</i>	Steam Sloop	H. H. Bell	Chester Hatfield
<i>Susquehanna</i>	Steam Sloop	R. B. Hitchcock	Montgomery Sicard
<i>Oneida</i>	Steam Sloop	Samuel F. Hazard	Weldon N. Allen
<i>Monongahela</i>	Steam Sloop	James P. McKinstry	Joseph Watters
<i>Mississippi</i>	Steam Sloop	Melancthon Smith	George Dewey
<i>Colorado</i>	Steam Frigate	John R. Goldsborough	Edmund W. Henry
<i>Portsmouth</i>	Sloop	Samuel Swartwout	Jacob S. Dungan
Storeship <i>Potomac</i>	Frigate	Alexander Gibson	Allen V. Reed
<i>Richmond</i>	Steam Sloop	James Alden	A. B. Cummings
<i>R. R. Cuyler</i>	Steamer	George F. Emmons	James O'Kane
<i>Westfield</i>	Steamer	W. B. Renshaw	Charles W. Zimmerman
<i>Harriet Lane</i>	Steamer	J. M. Wainwright	Edward Lea
<i>Essex</i>	Ironclad Steamer	C. H. B. Caldwell	William F. Terry
<i>Montgomery</i>	Steamer	Charles Hunter	George H. Pendleton
<i>Kanawha</i>	Gunboat	John C. Febiger	James H. Tinkham
<i>New London</i>	Steamer	Abner Read	Benjamin F. Day
<i>Kinbo</i>	Gunboat	George M. Ransom	Frederick Rodgers
<i>Pembina</i>	Gunboat	William G. Temple	Roderick Prentiss
<i>Vincennes</i>	Sloop	John Madigan, Jr.	D. M. Skinner
<i>Hatteras</i>	Steamer	Homer C. Blake	Edward S. Matthews
<i>Sciota</i>	Gunboat	Reigart B. Lowry	F. O. Davenport
<i>Cayuga</i>	Gunboat	D. A. McDermut	Edward Bogart
<i>Clifton</i>	Steamer	Richard I. Law	Hayden T. French
<i>Aroostook</i>	Gunboat	Samuel R. Franklin	T. S. Spencer
<i>Katahdin</i>	Gunboat	Francis A. Roe	Nathaniel Green
<i>Albatross</i>	Gunboat	John E. Hart	Charles H. Ball

Vessel	Rigging	Commander	Junior
<i>Pocahontas</i>	Steamer	W. M. Gamble	John F. McGlensey
<i>Kennebeck</i>	Gunboat	John H. Russell	Charles H. Perry
<i>Itasca</i>	Gunboat	R. F. R. Lewis	Heber Smith
<i>Tennessee</i>	Steamer	P. C. Johnson	H. M. Wells
<i>Owasco</i>	Gunboat	Henry Wilson	William W. Leavitt
<i>Winona</i>	Gunboat	Aaron W. Weaver	Winfield Scott Schley
<i>PiNew Orleans</i>	Gunboat	James Stillwell	G. Watson Sumner

U.S. Navy watercraft assigned to Western Gulf Blockading Squadron during 1862 (U.S. Navy Department, 1863, pp. 192–203) (U.S. Navy Department, 1863, pp. 192–203).

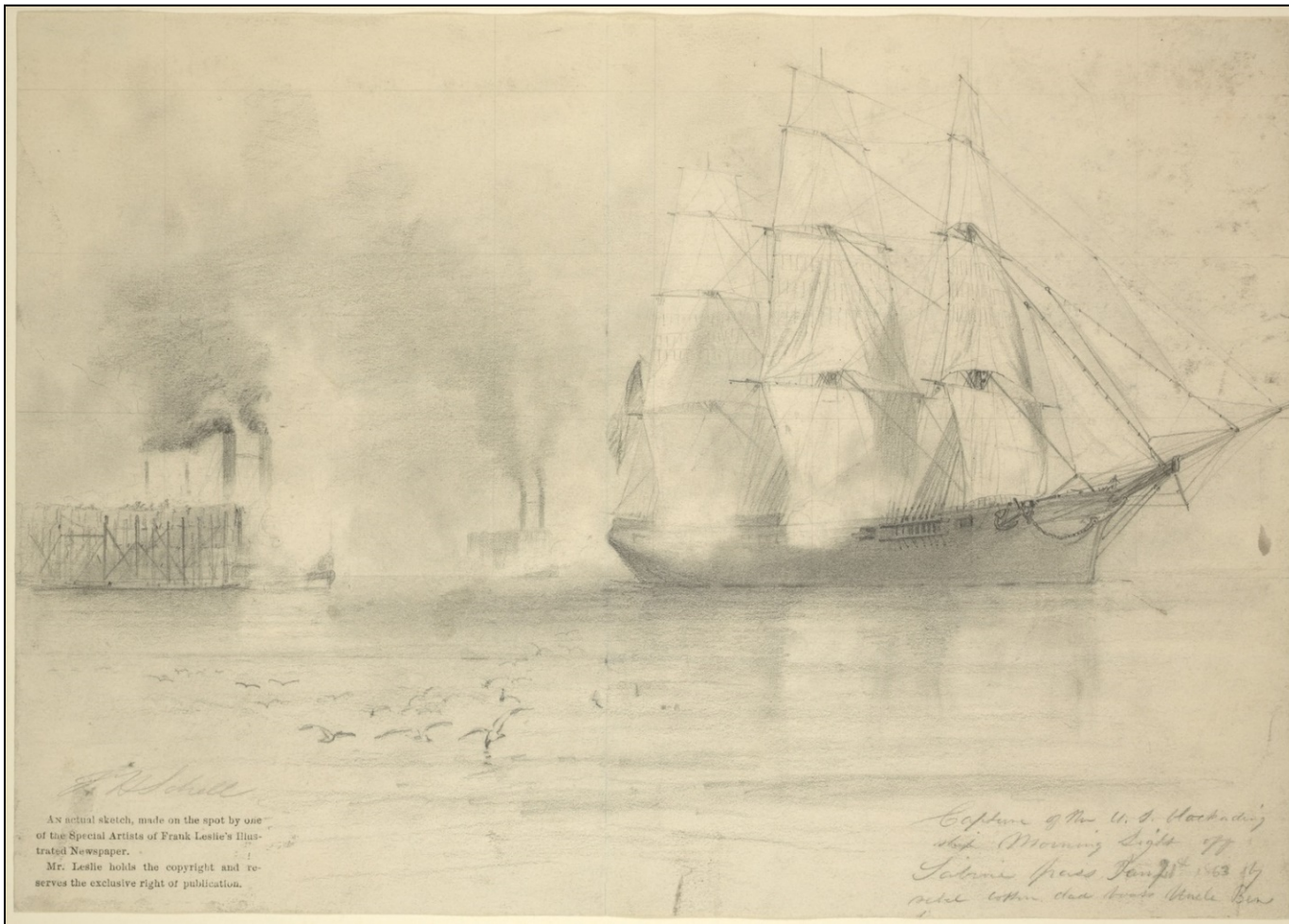


Figure 55. *Morning Light*.

"Capture of the U.S. blockading ship Morning Light off Sabine Pass, Jan. 21, 1863 by rebel [sic] copper clad boat Uncle Ben."
(Courtesy of The Miriam and Ira D. Wallach Division of Art, Prints and Photographs: Print Collection, NYPL.)

8.73 Wartime Ice Contract Trade 1863

In describing a lengthy expedition that covered points along the Atchafalaya, the Red River, and the Mississippi rivers, Union Brevet Lieutenant Colonel H. W. Closson (1st Artillery) later remarked that

The banks of the Mississippi made no very pleasant camp ground. It became very desirable to filter the water, some of us recollected the Texas expedient of a cactus leaf; but in the absence of that plant, recourse was had to a handful of corn meal, which was quite as efficacious. Ice, by these northern souls, in those hot June days, was often dreamed of and seldom seen. Many of them returned home with a much higher appreciation of winter and its comforts, gained from the miasma and drouth [sic], the reptiles and vermin, that breed so easily in the sweltering temperature of the sunny south. (Closson quoted in: (Haskin, 1879, p. 372))

Closson's reference to ice was not an entirely inane sentiment because the Union army leased numerous watercraft to transport the extremely perishable item to New Orleans during the conflict. In 1863, eight vessels were identified (Table 8) as carrying ice from New York City [Knickerbocker Ice Company] or Richmond, Maine [Kennebec River] to the Crescent City in spring and summer 1863.

Table 8. Ice shipments

Date	Vessel	Rig	Tonnage	Tons Ice
1 April	<i>Robert Caldwell</i>	Schooner	447	503
11 April	<i>Queen of the South</i>	Schooner	445	455
13 April	<i>Lisbon</i>	Ship	502	496
17 April	<i>Scotland</i>	Bark	384	38
28 April	<i>Stephen Duncan</i>	Brig	287	328
29 April	<i>Argean</i>	Bark	450	513
30 June	<i>May Flower</i>	Ship	--	1,233
23 August	<i>Lisbon</i>	Ship	502	464

Ice shipments to New Orleans during 1863 (Tiffany, 1865, p. 99).

8.74 Sabine Pass Expedition

As a Union captain serving in the 1st Artillery, Battery F, Brevet Major William Haskin (Haskin, 1879, p. 554) described his voyage to Sabine Pass just before the ill-fated Union defeat in September 1863. Haskin also mentioned the artillery regiments' return passage to New Orleans in this way.

Battery F accompanied the expedition to Sabine Pass in September, 1863. WE were on the screw steamer Pocahontas. The battery was taken to pieces and packed in the hold in company with several hundred thousand rations. On the deck next above were placed our horses and the personal baggage and property of the battery and of three hundred on the 165th New York volunteers, who occupied with us the upper deck. It was close packing, but the weather was fine and no one suffered. When the fleet undertook to reduce Fort Sabine we were at anchor outside the bar awaiting the result. There were at least five thousand men on the fleet of transports which surrounded us in every direction When the white was run up on the Clifton we could hardly believe the evidence of our senses. The flight of

those of our light draught transports which had crossed the bar was immediate and at full speed. They stood not upon the order of their going, and the scene (Figure 56) would have been ludicrous if the whole performance had not been so humiliating to us. While returning to the mouth of the Mississippi some quite heavy weather was experienced and many of our transports—which were in great part river steamers—rolled their smoke-stacks overboard, and not only narrowly escaped destruction by fire, but also all the mules which were stabled on their lower decks. Eleven of our horses were killed by the heat of their quarters, and the other batteries lost proportionately.

Three items related to the Battle of Sabine Pass presented by the Dallas Herald (1863, p. 2) addressed local military vessel movements. On 9 September 1863, Confederate artillery captain F. H. Odlum advised his superior that “a handsome victory” was gained, whereby his force “captured two of their gunboats, crippled a third, and drove the balance out of the Pass” (Odlum quoted in: (Dallas Herald, 1863, p. 2); Figure 57; Figure 58). Mention was also made of the fact that 150 Union prisoners were taken without any loss of life. A postscript commented that “Nine of the enemy’s vessels have left, for what point is not known. All quiet otherwise” (Dallas Herald, 1863, p. 2). The final news item noted that 190 Federals arrived at Dallas by rail from Beaumont, captured at Sabine Pass on the gunboats Clifton and Sachem” (Dallas Herald, 1863, p. 2).

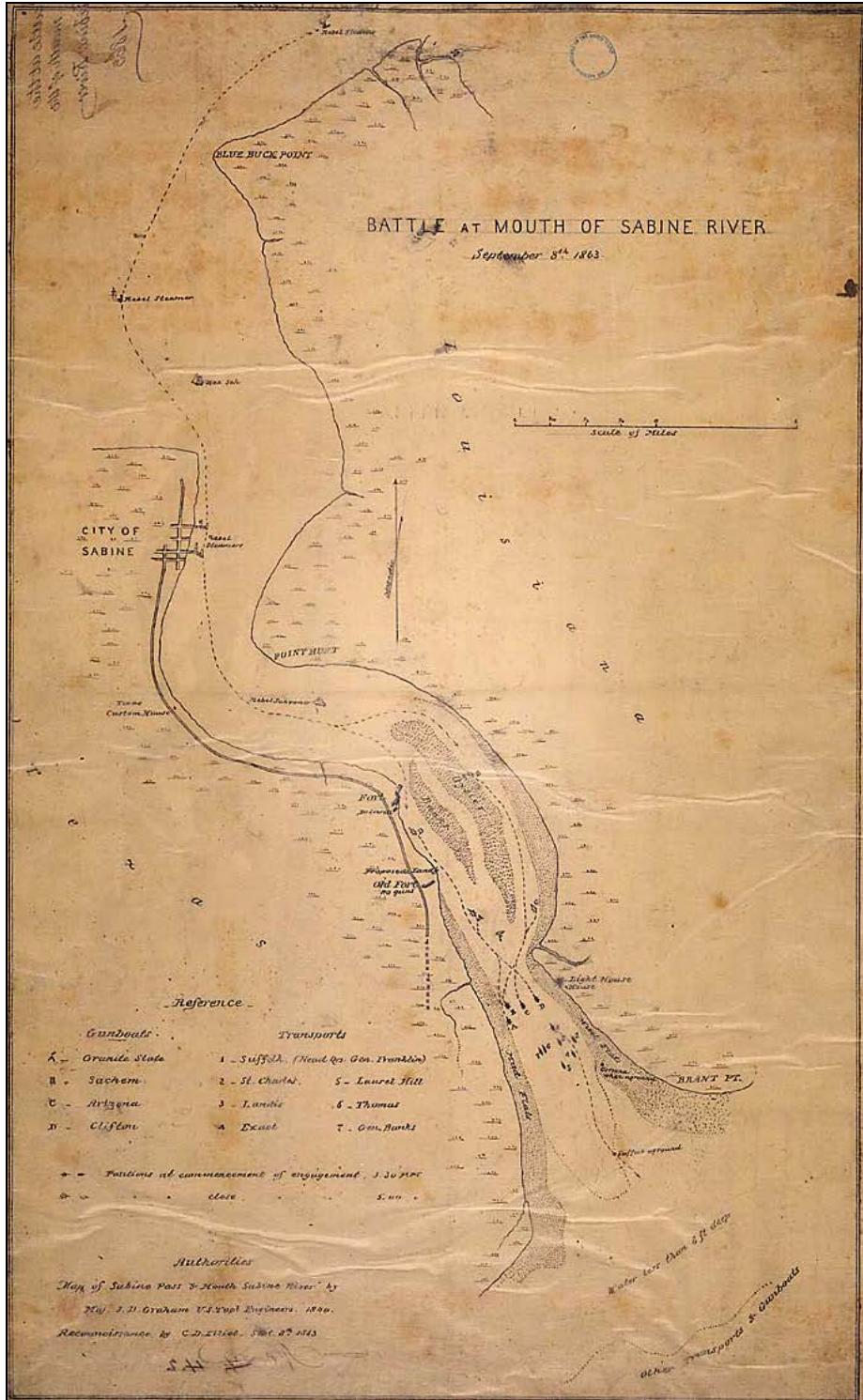
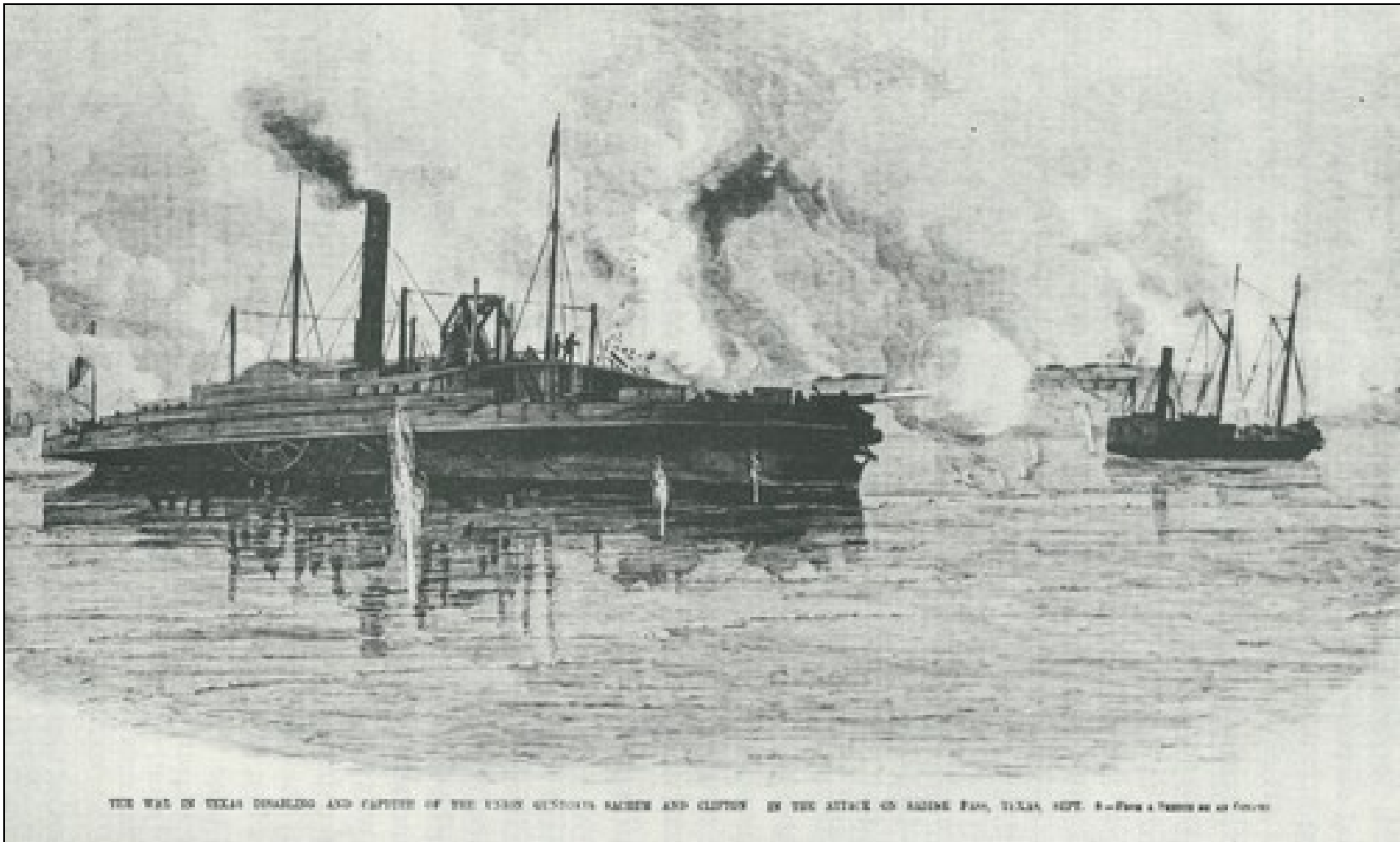


Figure 56. Mouth of Sabine River; manuscript showing positions of gunboats during "Battle at Mouth of Sabine River," 8 September 1863.

(Courtesy of NARA.)



THE WAR IN TEXAS: DISABLED AND CAPTURED OF THE USS ALBATROSS, SACHEM AND CLIFTON IN THE ATTACK ON SABINE PASS, TEXAS, SEPT. 8—FROM A PICTURE BY FORTY

Figure 57. “The Disabling and Capture of the Federal Gunboats ‘Sachem’ and ‘Clifton’, in the Attack on Sabine Pass, Texas, September 8th, 1863”.
(Courtesy of Naval History and Heritage Command.)

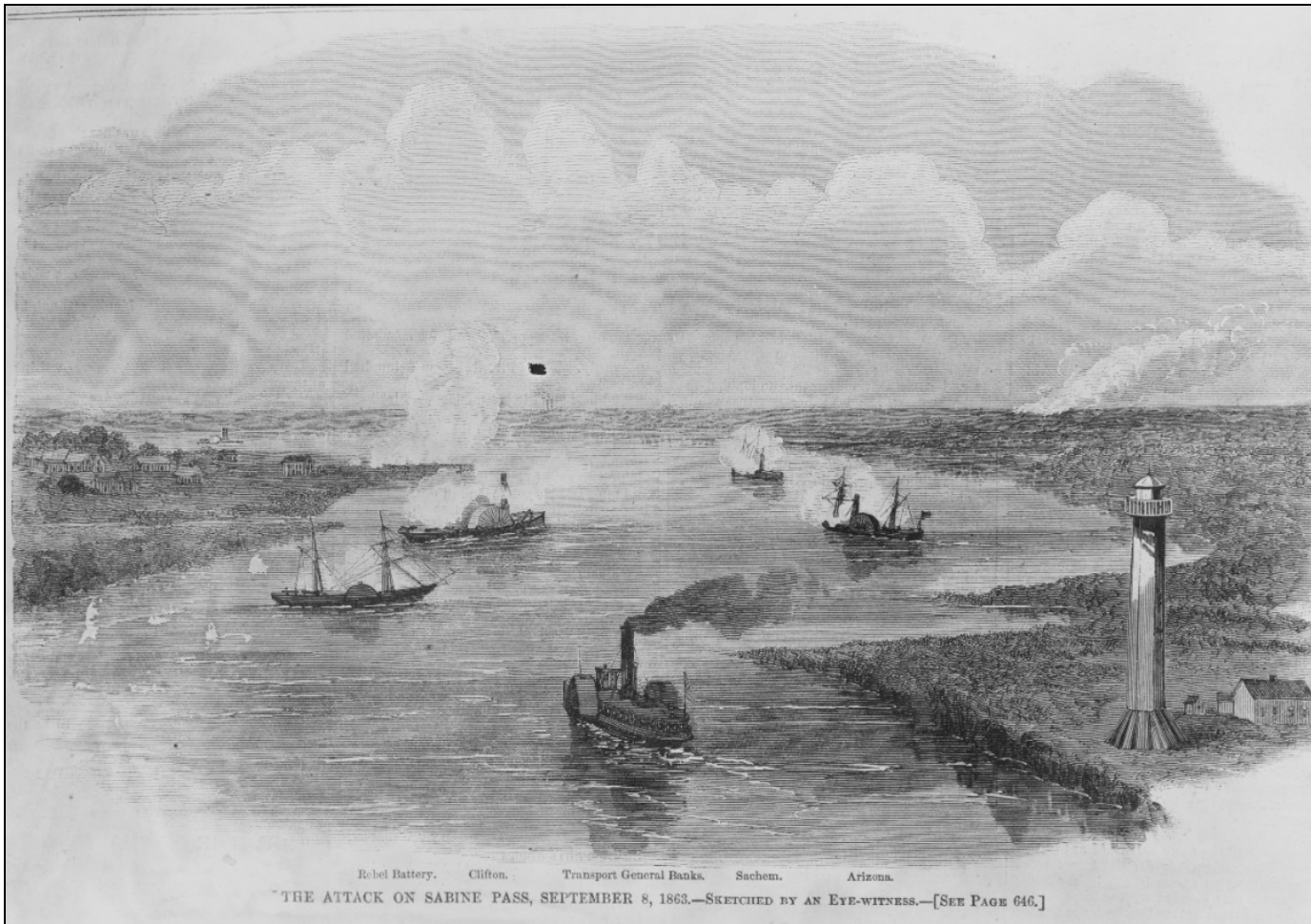


Figure 58. "Attack on Sabine Pass, 1863".
(Courtesy of Naval History and Heritage Command.)

On 15 March 1864, Rear-Admiral Farragut verified current West Gulf Blockading Squadron stations to Gideon Welles. Select Gulf stations and respective assigned vessels included; Ship Island (steamers *Calhoun*, steamer *Jackson* and “sailing vessel *Vincennes*”), Mississippi Sound (mortar vessels *O.H. Lee*, *Orvetta*, *Sarah Bruen*, *Henry Janes*, *John Griffith* and *Sea Foam*), S.W. Pass (“sailing vessel *Pampero*”), off New Orleans (steamers *Pensacola*, *Albatross*, *Cayuga*, *Gertrude*, *Pembina*, *New London & Seminole* and coal vessel *M. A. Wood*), Lake Pontchartrain (steamers *Nyanza & Commodore* and sailing vessel *Corypheus*), Berwick Bay (steamer *Granite City* and tinclads *Stockdale & Glide*), and Sabine Pass (steamers *Aroostook*, *Estrella*, *Chocura*, *Princess Royal* and *Virginia*). The steamer *Arizona* at this date was cruising up the Mississippi “on account of the health of her crew” (U.S. Navy Department, 1906, p. 141).

Farragut also confirmed that Federal steamers *Arkansas* and *Augusta Dinsmore* were employed as supply and dispatch vessels between New Orleans and the coast of Texas; and that tugs *Glasgow* and *Jasmine* served the same critical function between New Orleans and Pensacola (U.S. Navy Department, 1906, p. 141). U.S. Navy squadron Captain Thornton Jenkins (USS *Richmond*) commented that vessels *Monogahela* and *Octorara* had recently transited out of Mobile Bay and were headed for New Orleans.

Shortly after the March 1864 reports were forwarded to Gideon Welles, the acting New Orleans light-house engineer wrote a senior U.S. Navy officer aboard the USS *Richmond* anchored off Pensacola. Engineer M. F. Bonzano related a brief history of how 100 spar buoys and 40 iron buoys had been ordered and were to be distributed from New Orleans, and how old buoys previously positioned at Pensacola had been displaced. In consequence of the second fact, the need to hurry the distribution of the new buoys [some of which were unassembled] was critical. Bonzano explained the long delay in rigging the spar buoys with “moorings, chains or sinkers,” and riveting the iron buoy components was due to “mechanics” attending to the “increased number of public and private steamers in these waters” (U.S. Navy Department, 1906, p. 191). This discussion also shed light on the activities of the schooner *Martha* employed by Bonzano at Chandeleur as such,

I [Bonzano] send to-day two other men to complete her crew [*Martha*], but in consequence of the unforeseen delay and in view of the necessity of taking off a gang of workmen from Chandeleur Island to Ship Island (their work at the former station being supposed to have been accomplished), it becomes now necessary to change my first plan of sending the *Martha* direct from Pass à l’Ostre to Pensacola, and to let her go first to Chandeleur to take the men to Ship Island, where she is to leave them and then proceed to Pensacola. (U.S. Navy Department, 1906, p. 192)

The regular column entitled “Various Naval Matters” published by the New York City Army and Navy Journal on 1 October 1864 provided recent vessel movement throughout the project area. Military transiting included that of the U.S. steam gunboat *Fort Morgan* (“late the *Admiral*,” which departed New Orleans on 14 September to cruise to Mobile, and U.S. steamer *Tennessee* that arrived at New Orleans on 17 September from Galveston. In the latter passage

She [*Tennessee*] reported having chased on the 8th the celebrated blockade-running steamer *Susanna* [or *Susannah*]. This steamer has been entering and passing out of Galveston for a year, her great speed enabling her to escape our blockade. The *Tennessee* gave her such hot chase that she was obliged to throw overboard her cotton—said to be 700 bales—and even her anchors, chains and furniture to escape . . . Commodore Leon Smith [Battle of Sabine Pass], of the Rebel Navy, was supposed to be one of the passengers on board the *Susanna*. He was probably bound to England. (Army and Navy Journal, 1864, p. 93)

Immediately following the Battle of Mobile, the U.S. supply steamer *Circassian* cruised from the now occupied Alabama port and headed to Ship Island where it supplied the U.S. *Vincennes*. From there the

Circassian transited to New Orleans for coal, and resumed its cruise with scheduled stops at Calcasieu Pass, Sabine Pass, Galveston, and on to the mouth of the Rio Grande. A lighthouse report submitted to the U.S. Treasury on 5 October 1864 (and then added to the annual omnibus presented by President Lincoln to Congress) commented specifically on areas of interest. An excerpt from light-house board chairman [and Rear-Admiral] W. B. Shubrick's lengthy statement to Secretary W. P. Fessenden stated that

In the eighth and ninth light-house district embracing the coasts from Egmont key to Rio Grande, Texas, (50 light-stations), the various aids to navigation, so far as they have been recovered to the custody of the United States, have been carefully attended, and their condition, under the peculiar circumstances of the case, is highly satisfactory. Upon the occupation of the southern portion of Texas by the United States forces, application was made by the military authorities for the re-establishment of the lights at Point Isabel, Ship shoal, Point de Fer, Timballier [sic], Aransas Pass, and Padre island. Measures were promptly inaugurated to ascertain the condition and necessities of these stations, and suitable illuminating apparatus has been sent out to be put in position when the requisite repairs shall have been completed The re-establishment of the light at Barrataria [sic] (discontinued in 1859) having become a measure of considerable importance to the army and navy, by reason of the occupation of Fort Livingstone [sic], and the consequent frequent intercourse between that point (Figure 59) and other stations on the coast, was authorized. This light, is moreover, a convenient point of departure for the numerous transports, &c., going westward by the inside passage at Ship shoal. . . The bell-boat formerly stationed to mark the entrance to Pass a l'Outre, and which had been removed from its station, has been recovered and taken to New Orleans The day-beacons at Pass a l'Outre were, during a very severe storm, destroyed, but measures were adopted to replace them by approved wooden structures. The two tenders of the district have been constantly and usefully employed in attending buoys and in transporting workmen and materials for the repair and re-establishment of lights, &c. On the 19th of July last the tender Martha, while engaged in the performance of her duties, was captured in Chandeleur sound by a party of rebels [sic]. After stripping the vessel of fixtures, rigging, furniture, and cargo, she was burnt, and her master and crew taken prisoners. The master subsequently escaped and returned to New Orleans. The buoyage of the district (124 buoys, &c.) has received as much attention as the difficulties of the case would permit. (Shubrick, 1864, pp. 349-350)



Figure 59. "Fort Livingston on the Gulf of Mexico, Barataria, Louisiana," 1853 sketch drawn by Thomas Wharton.

(Courtesy of NYPL.)

The "River Intelligence" column published by Daily Era (1864, p. 3) quipped that "Business upon the Levee was not as active as the day previous; yet enough was done to make the Levee appear as if commerce had not altogether withdrawn for our once busy city." On the day in question, other maritime reports suggested that the steamships *Morning Star* and *North American* departed for New York City and the brigs *Lizabel* and *Neptune* had left for Boston and Philadelphia, respectively (Daily Era, 1864, p. 3); (Daily Era, 1864, p. 4).

The New Orleans paper also identified contemporary arrivals that included the steamship *Nashua* from Pensacola, British schooner *Oriental* from Matamoras, schooner *Fontainbleu* from Pass Manchac, schooner *Martha* from Dauphin Island, sloop *Tiger* from St. Charles, steamboat *Arizona* from Quarantine, ship *Trimontain* "15 days from New York," French bark *Guantautine*, "from Bordeaux, to E. Rochereau &co. Cargo, assorted wines and liquors," bark *Voltiguer*, "from New York to US Quartermaster," schooner *Hartstrip* [?] from New York and the schooner *Sallie J Akin* from Philadelphia (Daily Era, 1864, p. 4).

Confirmed exports included 610 bales cotton, nearly \$20,000 in gold specie, 89 bbls pecans, 20 half bales moss, 410 bbls oranges, 500 bbls flour, 27 packages merchandise and \$5000 in silver aboard the *Morning Star*; 1500 bbls flour aboard *North American*; 20 bales cotton, 149 bales hemp, 69 bales rags, 10 cls rope, 400 bbls flour, 1 bbl copper, 356 hides and 8 pckgs merchandise aboard the *Lizabel*; and 300 bbls coal tar aboard the *Neptune* (Daily Era, 1864, p. 4).

In contrast, luxury imports included countless brands of chewing tobacco, smoking tobacco, plug tobacco, and leaf tobacco from Havana, Turkey, and Spain; “French, German and American CALF SKINS, PATENT LEATHER, MOROCCO, LININGS, LASTING, ELASTIC, Oak and Hemlock SOLE LEATHER;” English hosiery, Irish linens, black silk, French and American delaines, French and English printed dry goods, merino, alpaca, umbrellas, millinery items, European laces, embroideries, cloaks, mantillas, Parisian bonnets, cashmere, taffetas, French perfumes, human hair wigs, human hair braids and pieces, hair dressing preparations; and “A large variety of FANCY ARTICLES, for the ladies” (Daily Era, 1864).

In the event that interested parties missed the New York Mail Steamship Company *Morning Star* that departed New Orleans on 12 November 1864; future direct service to New York City was scheduled for the following Saturday aboard the steamer *Suwo Nada*. Remaining 1864 “Saturday” departures were offered by *Guiding Star* on 26 November, *Evening Star* on 3 December, *Morning Star* on 10 December, *Suwo Nada* on 17 December, *Evening Star* on 24 December, and *Guiding Star* on 31 December (Daily Era, 1864). On the heels of those announcements of brisk shipping, an ominous report reminded coastal residents of the ongoing conflict. In mid-February 1865, “A Prominent Texian, Having the Means of Correct Information” indicated that “A large force [was] accumulating at New Orleans, either for attack on Galveston, Sabine Pass, and Red River [by way of Atchafalaya], or on Mobile” (Dallas Herald, 1865, p. 2). Two months later, on 9 April, the Civil War effectively ended as CSA General Robert E. Lee surrendered the Army of Northern Virginia to Union General Ulysses S. Grant near Appomattox Court House, Virginia.

Secondary sources consulted for Civil War maritime casualties were too numerous to be itemized. However, several merit mention for chronicling the impact of the war on Louisiana’s commerce and society. These included; *The Unions Naval War in Louisiana, 1861-1864* (Sledge, 2006), *Scarred by War: Civil War in Southeast Louisiana* (Peña, 2004), *Touched by War, Battles Fought in the Lafourche District* (Peña, 1998), *Schooner Sail to Starboard, The US Navy vs. Blockade Runners in the Western Gulf of Mexico* (Block, 2007), *The Civil War in Louisiana* (Winters, 1991), and *Guns on the Western Waters* (Gosnell, 1949).

8.75 Series of Destructive Postwar Hurricanes (1865–1867)

As Louisiana’s weary and demoralized citizens attempted to recover from the commercial and social impacts of the divisive bloody conflict, a destructive hurricane struck “near the town of Calcasieu” on 12/13 September 1865. Official reports confirmed that “the place was inundated and several persons [were] killed” (U.S. Army Corps of Engineers, New Orleans District, 1972, p. 15). According to National Weather Service climatologist Roth (n.d., p. 19)

Niblet’s Bluff was completely destroyed. One person died in Johnson’s Bayou where many homes were leveled. The area around Calcasieu (Big) Lake was inundated by the storm surge. Grand Chenier was also put under water by the storm where several more people died. Fragments of furniture and homes were found afloat several miles up the Calcasieu. Twenty-five people lost their lives to the hurricane, most at Leesburg [modern Town of Cameron]. The tides were high as far east as the Mississippi River, where rain and high winds were noted on the 13th. Extensive flooding occurred in Feliciana Parish. The entire Balize settlement and Pilottown were slowly abandoned in the years prior to the storm; everything left in the area was obliterated.

Another hurricane impacted Louisiana in less than two months. In the case of the 22–23 October 1865 tropical cyclone, a more extensive part of the state’s coastline was affected (Roth, n.d., p. 19). From 11-13 July 1866, a third intense storm “moved westward offshore [of] Louisiana,” which impacted shipping. Observers aboard a vessel caught in the summer tempest noted that at coordinates “28.5N 87.3W,” a “three-masted schooner” became disabled when dismantled “in heavy seas” (Roth, n.d., p. 19). West of the Delta, the “Timbalier Bay lighthouse saw the most action along the Louisiana coast,” and as the summer 1866 gale commenced extensive erosion at the east end of Timbalier Island had already placed the lighthouse in a tenuous state (Roth, n.d., p. 19); (Cipra, 1997, p. 155). U.S. Coast Guard David Cipra (1997, p. 155) documented Keeper Thomas C. Barton’s harrowing experience as such,

Barton was ready to abandon his post when ‘ugly, threatening weather’ hit on July 12. Two brick piers of the dwelling gallery washed away; Barton reported, ‘for the past twenty four hours the sea[s] have been breaking against the Dwelling.’ The tower was surrounded by three feet of water. Knowing he could not survive a hurricane on the lonely bank, Barton promptly resigned . . . the local engineer removed the lens and placed it in the keeper’s dwelling for safekeeping, then displayed a temporary light from the dwelling roof.

On 15 August 1866, the “fringe” of another severe system reached the Passes and New Orleans marked by heavy rains, high tides, and “stormy weather” (Roth, n.d., pp. 19-20). At the Timbalier lighthouse, the new keepers attempted “to tend the temporary light” until it was “demolished by gale-driven seas” (Cipra, 1997, p. 155). Contemporary lighthouse bureau documents commented that “Barely escaping with their lives; they clung to an iron can buoy, bobbing about in the storm for several days. The old station site was now covered by enough water to float a small schooner (Cipra, 1997, pp. 155-156).

An unusual springtime storm formed west of the delta during 1867 hindering coastwise trade. The *Planet* departed New Orleans on 3 May 1867 to deliver a cargo “with salt chiefly” to Indianola, Texas. (Dallas Herald, 1867, p. 3). On the 5th, the steamer encountered a storm “and sprung a leak soon after and foundered at 6 P.M. on Sunday . . . 40 miles from the San Barnard. Four crewmen escaped to the Planet’s life boat “. . . and finally landed at the mouth of the Brazos, near Velasco” (Dallas Herald, 1867, p. 3).

A sixth postwar storm, described as a hurricane by modern sources, battered coastal sections of Louisiana during October 1867. The “fearful gale” disrupted a regatta being held 2 October on Lake Pontchartrain; and by the following day, New Orleans experienced city-wide flooding “due to the high seas and heavy rains” (Roth, n.d., p. 20). At midnight on 4 October, barometer readings fell to unprecedented levels near the mouth of the Mississippi, and the river was “churned” into a “seething foam” (Roth, n.d., p. 20).

Before the tempest subsided on 6 October, telegraph lines were blown down, three houses [rebuilt after September 1865 storm] “at Pilottown were leveled,” and a saw mill and numerous bath houses were effortlessly blown away (Roth, n.d., p. 20). Local shipping impacted by the hurricane included the Spanish bark *Carmen* (stranded), a coal barge (sunk), and the *Eclipse* (mired in mud) (Roth, n.d., p. 20). At least three of the state’s beacons were affected to various degrees. Screw piles attaching the Southwest Reef lighthouse “to the Gulf bottom were bent and twisted,” and “the Shell Keys lighthouse was demolished . . . its keeper . . . killed” (Roth, n.d., p. 20). With respect to the Ship Shoal lighthouse, the hurricane “drove ‘pyramidal seas’ against the tower, causing ‘such vibrations that the oil was thrown out of the reservoirs, and all efforts to relight the lamps were unavailing for six hours’ (Cipra, 1997, p. 159).

8.76 Postwar Confederate Settlements in British Honduras

William Winter's foreword to *Confederate Settlements in British Honduras* eloquently summarized the general mindset of "a few thousand ex-Confederate Southerners who in the months after Appomattox chose to leave their beloved but shattered South and attempt to find refuge in places further south" (Winter quoted in: (Simmons, Jr. , 2001, p. 1)). Many of the self-exiled "migrants were Louisianans and Mississippians," who hailed from "propertied affluence and political prominence" such as cotton and sugarcane planters (Winter quoted in: (Simmons, Jr. , 2001, p. 1)). With a view to create a new cotton kingdom under the rule of British monarch Queen Victoria, Winters (In: (Simmons, Jr. , 2001, p. 2)) surmised

So, in the chaotic years between 1865 and 1870, a steady stream of vessels set sail from the Gulf Coast ports, most notably New Orleans, to transport this tide of voluntarily displaced persons to a strange and exotic realm to the south There they found a generally hospitable reception from the people but not from the land itself. However much they sought to make it like the home that they had left, it was not Louisiana nor Mississippi nor, despite their Herculean efforts, would it ever be."

By 1870, many disenchanted expatriates accepted the conclusion that "the postwar South was preferable to the inhospitable tropic wilderness of British Honduras" (Winter quoted in: (Simmons, Jr. , 2001, p. 2)). In the interim, during mid-December 1869, numerous passengers boarded the steamship *Perit of New York* as it prepared to leave the Port of Belize, British Honduras for New Orleans (Simmons, Jr. , 2001, p. 156).

8.77 Postwar Shipping Expansion

Chartered by the Bremen Senate in February 1857, the Norddeutscher Lloyd line "quickly made a name for itself in the transatlantic passenger business between Bremen and New York" (Bonsor, 1983, p. 234). Known widely as "North German Lloyd," the Bremen-based shipping line opened other routes including one to New Orleans by 1869 (Bonsor, 1983, p. 234). As of September 1869, Ashbridge, Smith & Company of New Orleans advertised its expertise as "Commission Merchants, and General Purchasing Agents" with associations in Liverpool, England. With a view to facilitate 'Direct Trade with Europe,' J. H. Ashbridge and J. S. Hutton [Macon, Georgia] suggested that "Consignments Solicited. Particular attention given to the sale of Southern Lands to European Capitalists and intending Immigrants. Orders for Foreign Goods executed on best Possible Terms" (Atlanta Constitution, 1869, p. 4).

Market reports for commodities traded in New Orleans at this date [September 1869] and available for coastwise and international shipping included active cotton sales, flour of all grades, yellow and white corn, oats, bran, port, whisky, bacon, lard, sugar, and molasses (Atlanta Constitution, 1869, p. 3). On 28 September 1869, seamen aboard the Galveston steamer *Clinton* rescued "Capt. Marrill, first mate, and thirteen others, from the steamship *Trade Wind*, which was sunk on the 24th" (Atlanta Constitution, 1869, p. 3). The rescue took place "near Ship Shoals," where the survivors were found aboard two boats. Another small boat belonging to the *Trade Wind* was not recovered (Atlanta Constitution, 1869, p. 3).

Like most of Louisiana, St. Bernard and Terrebonne parishes recovered slowly after the cessation of hostilities, and this dismal condition prompted officials to survey the entire state. Samuel Henry Lockett's series of summer surveys (July 1869 to August 1872) of Louisiana provide an intriguing view of the postwar parishes and, in particular, its labyrinthine waterways (Lockett, 1969, p. 3). According to the *Census of 1870*, there were 12,451 inhabitants in Terrebonne Parish. Of that number, the census taker counted 875 residents in the parish seat of Houma (Dimitry, 1877, pp. 194-195). At this time, geographers suggested that the coast-marsh was "generally impassable", and that with the exception of planters living near the bayous, including Grand Caillou, Petit Caillou, and De Large, the population was "very small, consisting mostly of hunters and fishermen" (Dimitry, 1877, pp. 164, 197).

Shipping records published on 24 May 1870 related that the *New Light* sailed from New Orleans under the command of Master Brown on 15 May. The bark's destination at that date was the South American port of Rio Janeiro. Conversely, the *Gilmor Meredith* sailed from Cienfuegos to New Orleans on 14 May. In the case of the inbound voyage, the brig navigated under the care of Captain Ayres (Baltimore Sun, 1870, p. 4).

An odd story published by the North-China Herald and Supreme Court and Consular (1872, p. 15) during July 1872 alluded to the transportation of "coolies" into the State of Louisiana. At this date, a significant number of Chinese emigrated to the U.S. south to provide much needed labor to Reconstruction Era planters adversely impacted by the emancipation of former slaves. However, in this particular instance, the "coolies" were actually being kidnapped by a group of Europeans and Macao who intended to secret them to Peru. The British consulate named the ships *Congress* and *Yottung* as being utilized in the clandestine operation (North-China Herald and Supreme Court and Consular, 1872, p. 15).

In the preface to *Crescent City Illustrated (CCI)*, compiler Edwin Jewell (1873, p. 4) remarked that, "No City in the United States, of equal population, commercial importance and material wealth, is so little known by the outside world as New Orleans." To assist in rectifying that deficiency, Jewell (1873, p. 4) compiled commercial, social, political, and historical truths about the "great metropolis of the South and South-West..[to] prove the intelligence, enterprise and progressive spirit of its citizens."

8.78 Boom of Cotton Seed Oil Works

One up-and-coming industry highlighted by New Orleans's champion demonstrated how one of Louisiana's most traditional crops had produced "new fruit." Jewell (1873, p. 39) explained that

The manufacture of oil from cotton seed has been chiefly developed since the close of the war, and now every considerable Southern town has one or more factories, while New Orleans has six, employing a capital of a million and a half, and with capacity to use a hundred thousand tons a year. The largest of these (and the largest in the world) [as of January 1873] is in the Fifth District or Algiers (New Orleans Right Bank) The conspicuous buildings occupied formerly constituted Clark's Foundry. This factory will produce 500 barrels of oil and 400 tons of oil cake per week.

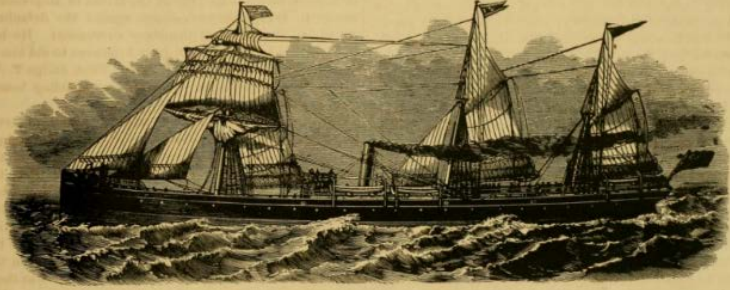
At this date, Louisiana oil cake was generally exported and was used for feeding cattle. The oil was purified by "carbonate of soda" and then quickly barreled for shipment. In this case, the byproduct was reboiled and was commonly used in the manufacture of soap. Jewell (1873, p. 39) advised readers that "The oil finds a ready market in Great Britain at prices ranging about fifty cents per gallon, where it is variously employed for chemical, mechanical, medicinal and household purposes."

8.79 Post-Reconstruction Era Shipping

The State Line Steamship Company (SLSC) commenced operations in 1870 at Glasgow and quickly realized the merits to service New Orleans. Circa 1873, SLSC operated six steamers "all of the very highest strength, class, and finish; the saloons being equal to those of any of the first-class lines in the Liverpool and New York Trade" (Jewell, 1873, p. 323); Figure 60). At this date, A. K. Miller & Company of New Orleans facilitated the Scottish firm to "run a fortnightly line from Liverpool to New Orleans" (Jewell, 1873, p. 323). At press time, Jewell (Jewell, 1873, p. 323) related that "if the New Orleans line is a success (as it so far brilliantly promises), it will also be made a weekly service, all the year round, which will give an impetus to the summer trade of the City of New Orleans."

JEWELL'S CRESCENT CITY ILLUSTRATED.

STATE LINE STEAMSHIP COMPANY (LIMITED,)
 TRADING BETWEEN
 LIVERPOOL AND NEW ORLEANS,
 AND BETWEEN
 GLASGOW AND NEW YORK.



LOUISIANA, MINNESOTA, ALABAMA,	PENNSYLVANIA, VIRGINIA, GEORGIA.
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AGENTS,

A. K. MILLER & CO., 29 Carondelet Street,
 NEW ORLEANS.

AUSTIN BALDWIN & CO., 72 Broadway, New York.

ROSS, SKOLFIELD & CO., 9 Chapel Street, Liverpool.

LAFITTE & VANDERCRUYCE, 17 Quay Louis XVIII, Bordeaux.

Head Office, 65 Great Clyde Street, Glasgow,
 LEWIS T. MERROW & CO., Managers.

Figure 60. Advertisement for State Line Steamship Company, ca. 1873.
 (Jewell, 1873, p. 297)

During the first week of January 1874, *Star of Pascagoula* published stories related to the significant coastwise trade between Pascagoula and New Orleans, and between the former and Galveston. Deputy collector and inspector of customs W. H. Gillespie confirmed that 98 vessels had entered the Mississippi port in 1873 compared to 135 outbound vessels. To make a point that shipping [gross tonnage of 41,294] did not include at least four or five ships observed off Pascagoula on 31 December 1873 according to the paper's editor (*Star of Pascagoula*, 1874, p. 2). Furthermore, this source stated

But, from Mr. Gillespie's office we learn the amount of tonnage that entered and cleared the past year [1873]; remarking that this does not include the vessels which regularly ply between Texas and New Orleans, and this port which is fully 2-3rds [sic] of the business done at the place (Star of Pascagoula, 1874, p. 2).

In regards to marine activity on the actual press date, Sunday, 4 January 1874, *TSP* (1874, p. 2) commented:

Twenty-eight, large vessels ('out-siders' not counting the river craft) compose the fleet now lying in our Bay, taking in lumber. A view from our beach, seaward, looks like 'biz.' Undoubtedly, if this were made a Port of Entry, and we had a Custom House here, many of these vessels would have come loaded with the products of other climes, instead of sand ballast Give us a Custom House and Mississippi will possess a seaport which she has so long desired.

An example of lost economy was explained by the relationship of Pascagoula merchants Durel and Shoolbred with the New Orleans firm of Bercier and DeSmet. Durel related that he had since June 1873 been supplying ["getting out"] "hewn timber and spars" to English markets (Star of Pascagoula, 1874, p. 2). According to Durel, these English merchants inquired whether they could "ship cargoes" directly to Pascagoula "in the vessels they send for timber," thereby eliminating the trip to New Orleans (Star of Pascagoula, 1874, p. 2).

"Marine News" published by *The New Orleans Bulletin* on 25 February 1875 confirmed current or recent shipping for the Louisiana port. Previous day departures included the Norwegian bark *Kallisto* for Cork [1520 bales cotton], schooner *Sunny South* for Baltimore [330 hhds sugar, 324 bbls molasses, 16 bales moss, one box of merchandise and 800 empty barrels], and schooner *May Eveline* for Ruatan [sic] [five bbls flour, six bbls pork, two boxes cheese, one tierce hams, one tierce shoulders, one barrel shoulder, four half bbls beef, two bbls sugar, one barrel onions, three barrels potatoes, twenty-two packages shoulders and fifteen hundred feet lumber] (New Orleans Bulletin, 1875, p. 7).

Arrivals included the schooner "*H P Blaisdell*, Wood, 20 days from Providence, to Union Oil Co-Algiers," schooner *Bay Bay* from Biloxi, bark *Sarah M. Smith* "from Liverpool Dec 11, in ballast, to A. K. Miller & co.," schooner *T J Collins* from Philadelphia, and steamship *Margaret* from Havana that imported "1200 boxes sugar to Chaffraix & Agar-250 do Pelton [,] A Dunbar 3900 cigars to order [and]-1 case tobacco M Pleasant" (New Orleans Bulletin, 1875, p. 7).

Vessels that were "Up, Cleared and Sailed for New Orleans" included steamships *City of Mexico*, *New Orleans*, and *Mississippi* [from New York], steamers *C. W. Lord* and *Juniata* [Philadelphia], ship *City of Boston* and bark *Scotland* [Boston], schooner *Hattie G Dow* [Portland, ME], schooner *F J Collins* [New Castle, DE], steamers *State of Alabama*, *Memphis* and *Life Brigade*, ships *Algoma*, *Expounder*, *Orpheus*, *Evangeline*, *Hampton Court*, *Thomdeau*, *Virginia*, *Adorna*, *Gatherer*, *L B Gilchrist*, *Golden Rule*, *Malta*, *Preston*, *Mareia*, and bark *Mary E Chapman* [Liverpool], ship *Milton* [London], ships *Gazelle*, *Wasama* and *Sunbeam* [Dublin], bark *Antoinetta* [Antwerp], bark *Eigil* [Bristol], ships *Cousett* and *Calcutta* [Greenock, Scotland], ships *Crescent City*, *D. W. Chapman* and *Baden*, barks *Fritz*, *Mississippi*, *Embla*, *Maggie McNeil*, and *Wild Hunter* [Havre], barks *Pegase* and *Alphonse & Marie*, and steamer *State of Alabama* [Bordeaux], bark *Erna* [Bremerhaven], barks *Yarra Yarra* and *Guiseppe Lanata* [Marseilles], bark *Louisiana* [Genoa], barks *Emma*, *Duc Fratelli*, *Prudente*, *Teresina*, and *Tre Sorelli* [Palermo], bark *Regulus* [Dunkirk], bark *Nellie M Slade* [Rio De Janeiro], and bark *Olimpia* [Buenos Ayres] (New Orleans Bulletin, 1875, p. 7).

By this date, several steamship lines regularly serviced New Orleans and their informative and competitive advertisements confirmed regional and international routes. As of February 1875, steamers *Knickerbocker*, *Hudson*, *Cortes*, and *New Orleans* made up “The Cromwell Line for New York Direct” (New Orleans Bulletin, 1875, p. 7). Parties interested to “sail on SUNDAY, Feb. 28, at 8 A.M.” were advised to contact Alfred Moulton at 41 Carondelet Street as “The steamship Cortes, Freeman, commander: will leave her wharf, foot of Toulouse street. Passage . . . \$50. Freight for Liverpool, Bremen and Havre taken by this line, and through bills of lading given for the same” (New Orleans Bulletin, 1875, p. 7).

For service from New Orleans to Philadelphia via Havana, potential passengers and/or consignors were asked to contact Philadelphia And Southern Mail Steamship Company agent Edward Yorke on the corner of Carondelet and Gravier streets. In addition to passenger and freight service, the 1300-ton *Juniata* [Commander J. W. Catherine], 1400-ton *Yazoo* [L. D. Barrett], and 1100-ton *C. W. Lord* [L. Colton] were contracted to carry “the U.S. Mails” (New Orleans Bulletin, 1875, p. 7). The latter vessel described as “The fine A1 steamship” was poised to “leave her wharf, opposite Jackson Square” on the afternoon of Friday, 26 February 1875 (New Orleans Bulletin, 1875, p. 7). The fare to Havana (“U.S. currency”) was advertised as \$35, as compared to the \$50 rate to Philadelphia and New York (New Orleans Bulletin, 1875, p. 7).

Smaller New Orleans firms such as “Joe P. Machecha & Co.,” located at 129 Old Levee Street offered service to the Bay of Honduras and on to Belize, Port Cabayo, and St. Pedro aboard its “fine passenger schooner” *Lily of The Valley* (New Orleans Bulletin, 1875, p. 7). A look at the New Orleans cotton market on that same day revealed shipping poised to clear the city’s extensive harbor, as such

The amount on shipboard not cleared, going on board, and engaged for shipment was set down at the opening this morning [25 February] at 143,000 bales, embracing 55,000 for Liverpool, 39,000 for Havre, 3000 for Spain, 3000 for the Mediterranean, 2000 for Bremen, 36,000 for the North Sea and 5000 bales for the North, which, when deducted from the stock on hand by our running statement yesterday evening leaves 154,700 bales to represent the quantity at the landing and in presses unsold or awaiting order. (New Orleans Bulletin, 1875, p. 3)

According to the U.S. Bureau of Statistics (USBS) *Seventh Annual Report*, eight U.S. Navy vessels were sold at New Orleans from 1 July 1874 to 30 June 1875. These were; *Chickasaw*, *Etlah*, *Iris*, *Kewaydin*, *Klamath*, *Umpqua*, *Winnebago* and *Yuma* (U.S. Bureau of Statistics, 1875, p. 613). USBS chief Edward Young remarked that the report:

[E]mbrace[d] all vessels officially numbered to December 31, 1874; also the sixteenth supplemental list of all vessels officially numbered to June 30, 1875; making an addition to the body of the work, since the last issue, of over twenty-six hundred vessels. (U.S. Bureau of Statistics, 1875, p. ii)

What set this “Mercantile Navy List” apart from previous Federal volumes was the addition of a “carefully prepared list of all sea-going vessels, with the signal letters assigned them,” which enabled ship-masters the ability to “ascertain the name, tonnage, and home port of any vessel exhibiting her signals at sea” (U.S. Bureau of Statistics, 1875, p. ii). A very brief sample of privately owned vessels homeported at New Orleans; and all those homeported at Sabine Pass are shown in Table 9. Three government [owned/managed] entries that likely navigated the overall project area are shown in Table 10.

Table 9. Civilian watercraft

Vessel	Rig	Tonnage	HP	Homeport
<i>A. B. Neilson</i>	Sc.	62		New Orleans
<i>A. C. Sumner</i>	St.	69		New Orleans
<i>A. G. Brown</i>	St. p.	135	162	New Orleans
<i>Admiral</i>	St. s.	76	118	New Orleans
<i>Admiral Farragut</i>	Sc.	8		New Orleans
<i>Advance</i>	Sc.	47		New Orleans
<i>Agnes</i>	St. p.	37	35	New Orleans
<i>Aimee</i>	Sc.	14		New Orleans
<i>Albert Dexter</i>	Sc.	106		New Orleans
<i>Albert Gallatin</i>	Sp.	1649		New Orleans
<i>Alciope</i>	Sc.	28		New Orleans
<i>Alexander McNeil</i>	Sp.	1123		New Orleans
<i>Alexandria</i>	St. s.	41		New Orleans
<i>Alice</i>	St. s.	74	44	New Orleans
<i>Alice</i>	Sc.	15		New Orleans
<i>Almira</i>	Sc.	55		New Orleans
<i>Aloe</i>	St. p.	242	150	New Orleans
<i>Alone</i>	St.	107		New Orleans
<i>Alpha</i>	St. p.	168	52	New Orleans
<i>Alphonse</i>	Sc.	12		New Orleans
<i>Alte Mendez Nunez</i>	Sl.	6		New Orleans
<i>Amanda</i>	Sc.	27		New Orleans
<i>Amedio</i>	Sc.	12		New Orleans
<i>Amelia</i>	Sc.	23		New Orleans
<i>America</i>	Sc.	35		New Orleans
<i>America</i>	Sl.	7		New Orleans
<i>America</i>	Sl.	7		New Orleans
<i>Amite</i>	St. s.	106	180	New Orleans

Vessel	Rig	Tonnage	HP	Homeport
<i>Angelina</i>	Sl.	9		New Orleans
<i>Angelina</i>	Sl.	7		New Orleans
<i>Ann S</i>	St. p.	42		New Orleans
<i>Ann McGwinn</i>	Sc.	39		New Orleans
<i>Anna</i>	Sc.	9		New Orleans
<i>Anna</i>	Sl.	6		New Orleans
<i>Anna Mack</i>	Sl.	6		New Orleans
<i>Annawan</i>	Sc.	72		New Orleans
<i>Annette</i>	Sc.	41		New Orleans
<i>Annie</i>	Sc.	11		New Orleans
<i>Annie B.</i>	St. p.	24	15	New Orleans
<i>Annie Wagley</i>	St. p.	199	114	New Orleans
<i>Antonio</i>	Sl.	9		New Orleans
<i>Antonio Rothaug</i>	Sc.	28		New Orleans
<i>Appelachee</i>	Sc.	20		New Orleans
<i>Arcine</i>	Sc.	39		New Orleans
<i>Ariail</i>	St. p.	28	15	New Orleans
<i>Atlanta</i>	Sl.	7		New Orleans
<i>Atlas</i>	Sl.	7		New Orleans
<i>Augusta</i>	Sc.	39		New Orleans
<i>Aurora</i>	St. s.	33	28	New Orleans
<i>Era No. 8</i>	St. p.	163	79	Sabine Pass
<i>Superior</i>	Tug	15	8	Sabine Pass

Civilian entries, ca. 1875 (U.S. Bureau of Statistics, 1875, p. passim).

Table 10. U.S. government vessels

Vessel	Type	Rate	Class	Guns	Tonnage	Station	Cruising Ground
<i>Canonicus</i>	Ironclad	Fourth	Screw	2	550	New Orleans	-
<i>Fortune</i>	Tug	Fourth	Screw	2	306	-	“Special surveying service, Gulf”
<i>John A. Dix</i>	Tug	Second	St. s.	2	290	New Orleans	Biloxi to Sabine Pass

Government owned watercraft, ca. June 1875 (U.S. Bureau of Statistics, 1875, pp. 607-608, 613).

In a report submitted to his superior at the U.S. Treasury Department, Chief Young also suggested that the “value of this volume [was] enhanced by the addition of a list of the vessels of the Revenue Marine, and of a supplement containing a complete list of the vessels of war belonging to the United States, and other important statistics pertaining to the Navy (U.S. Bureau of Statistics, 1875, p. ii). Of note, routine revenue cutter service for Ship Shoal lighthouse was potentially suspended as this light was temporarily shut down during 1875 due to a virulent yellow fever strain impacting Louisiana (Shade & Kilgore, 1997, p. 13).

8.80 Hurricane Event of 15–18 September 1875

An extensive section of the state was impacted by a mid-September 1875 tropical storm. Vessels anchored at New Orleans or those entering and transiting the Mississippi, which were wrecked included the steamer *Natchez*, ferry *Louise*, *C. H. Durfee*, *Belle Rowland*, and the *Greenleaf*. After a 34-hour deluge of rain, cotton and sugarcane growing in one coastal parish were ‘prostrated;’ and the “surrounding prairie” changed into a ‘vast sheet of water’ (Roth, n.d., p. 22). Over time, the weather conditions deteriorated, and

Ships foundered, even in the protected harbor of New Orleans. The schooner *Mabel* sailed out of the Mouth of the Mississippi river, never to be heard from again. On the 17th, a strong south wind developed across southern Louisiana. As the hurricane moved eastward out of Texas, Calcasieu and Lake Charles saw the wind shift with ‘terrific force.’ Tides at Shell Island were higher than during the *Isle Dernieres* disaster of 1856. (Roth, n.d., p. 22)

8.81 The “Terrible” Yellow Fever Epidemic of 1878

In 1878, the New Orleans Board of Health published a report that listed the name, age, nativity, etc. of victims affected by the most recent “terrible” yellow fever outbreak. This disheartening work included 85 pages that identified men, women, children and infants struck down by the fever (New Orleans Board of Health 1878). In *Plague among the Magnolia: The 1878 Yellow Fever Epidemic in Mississippi*, Nuwer (2009) touched on the malady’s impact on regional shipping. By July 1879, Galveston city fathers “quarantined against New Orleans” due to fears related to the spread of yellow fever (Thrall, 1880, p. 15).

These *cordon sanitaire* protocols predated or coincided with the “[f]irst bale of new cotton” and the “[f]irst carload of wheat” reaching waterside markets, sweltering temperatures hitting the 100-plus degree mark, and “unprecedented” coastal flooding and several reports of overflowing rivers (Thrall, 1880, p. 15). A contemporary report noted the “consequences of the admission of the steamer *Colorado* into Galveston” (Thrall, 1880, p. 15). Thrall’s “Texas Chronology” (1880, p. 15) contributed only a brief remark regarding the severe coastal storm particularly affecting the mouth of the Sabine River on 26

August 1879. Historical documents originating in Louisiana and abstracted by Roth (n.d., p. 22) related these facts.

At Lake Charles, winds increased out of the northeast beginning at 9 AM on the 22nd, then veered to the east and southeast after dark. According to the Lake Charles Echo, winds were sustained at 40 mph. The Weekly Calcasieu Gazette reported that during the ‘night we had a perfect hurricane.’ In Cameron Parish, damage was greater. A ‘tidal wave’ swept from the southeast across the west bank of Calcasieu Pass, stranding no less than 12 vessels high and dry after the storm. Some of the schooners were propelled far inland. The lighthouse was ‘wrenched’ 6 inches to the west, its beacon blown away. Two seamen were tossed overboard from the New York brig Caseatell. Many of the dwellings were destroyed. Some floated away into the Gulf of Mexico without a trace. Hundreds of cattle were rolled ‘head over tail,’ struggling vainly to keep their heads above water, yet still drowned. The new two-story church in Johnson’s Bayou was leveled. The damage was considered far worse at Grand Chenier Extreme southeast Texas experienced the full fury of this cyclone.

Advertisements published by the Galveston Daily News (Multiple Advertisements, 1880) on 2 January 1880 provided insight about contemporary commodities carried into the Port of Galveston. “M. Kopperi” offered his patrons access to 4000 sacks of coffee just landed by *Amor*; or 4000 sacks scheduled to arrive per *DIANA*. Likewise, Kauffman & Runge alerted coffee buyers that the *BESSEL* was discharging 3677 sacks and that 3500 sacks were “Afloat per GRAF WERDER.” Opportunities to purchase “Northern Seed POTATOES,” beef, cheese, beans, liquors, wines, and champagne were made possible by cargoes landed by the steamers *State of Texas* and *Rio Grande*.

Galveston merchant LeGierse & Company boasted imported salt, Bell-punch Whiskey, Salamanca [Spain] cigars [“always on Hand”], Carlotta [California ?] and “Standard Hoxie [Arkansas ?]” brands. Galveston grocers Moody & Jemison advertised their own surprising “Just Received” array of

louisiana white & open kettle sugars, choice prime and fair Louisiana Molasses, and Rangoon rice, 1000 bags rio coffee, 200 selected chesse, a large lot of Starch, Soap and Candles, 100,000 gold mine cigars, 250 cases pauline tobacco, 100½ bxs murray’s twist do . . . [and] bottled beer, old alcade, dexter, and other popular brands of whiskies. (Galveston Daily News, 1880, p. 2)

In contrast, the issue featured numerous ads run by Galveston cotton factors, commission merchants, and forwarding merchants such as Skinner & Stone, H. Seeligson, Wolston, Wells & Vidor, John D. Rogers, J. Frederich & Kellner, McAlpine, Baldrige & Co., Lee, McBride & Co., and R. B. Hawley & Co. (Galveston Daily News, Multiple Advertisements, 1880, p. 2). For the most part, these Galveston-based firms handled domestic [United States] and foreign exports of cotton, wool, hides, country produce, flour, provisions, grain or combinations of said goods.

Commercial and Financial Chronicle, and Hunt’s Merchants’ Magazine, generally called “Hunt’s,” tabulated the “movement” of Southern cotton for the year ending 31 December 1880; and added four prior years totals for comparison purposes. Cotton “receipts” from relevant Gulf ports clearing for all markets during the last week of December 1880 totaled 63,422 bales from New Orleans, 16,730 from Mobile, and 21,819 from Galveston. It is interesting to note the aggregate for all 14 Southern markets totaled 196,435 bales; with New Orleans ranked as first, followed by Savannah as second, and Galveston as third (Commercial And Financial Chronicle, And Hunt’s Merchants’ Magazine, 1881, p. 18).

Cotton exports from New Orleans [week ending 31 December 1880] for its three major markets included: Great Britain-32,229 bales; France- 18,402, and the “Continent”-13,126. Exports from Galveston for the same period included: Great Britain-4,143 and the Continent-1,100 (Commercial And Financial Chronicle, And Hunt’s Merchants’ Magazine, 1881, p. 18). Overall, New Orleans, Galveston and Mobile greatly surpassed receipts for calendar years 1879, 1878, and 1876. Only 1877 receipts came close to the 1880 totals for the last four weeks of December for the three referenced Gulf ports. *Hunt’s* also provided the 1880 aggregate for cotton receipts and exports from *all* U.S. ports and these amounts reached 3,257,664 and 1,888,335, respectively (Commercial And Financial Chronicle, And Hunt’s Merchants’ Magazine, 1881, p. 18).

8.82 Growth of Fruit Trade Shipping

In *Memorias de las Secretarias De Estado del Gobierno de Guatemala*, Montúfax (1881, pp. 4-5) suggested that two new shipping lines were established during 1880 between the subject Central American country and England [London] and between the former and “Nueva Orleans.” By this date, it appeared that two other U.S. locations imported goods into Guatemala; “Nueva-York” and California (Montufax, 1881, p. Table No. 1). On 4 January 1880, the 531-ton “vapor Wanderer” arrived at Puerto de Liwingson [sic] from New Orleans (Montufax, 1881, p. Table No. 6).

During the subject year, the *Wanderer* cleared New Orleans and arrived at Livingston on 15 other occasions (Montufax, 1881, p. Table No. 6). Contemporary commercial records suggested that this exclusive trade was primarily associated with exportation of fruit cargoes. Industrial histories commented that the steamer *Wanderer* was owned and operated by New Orleans merchant S. Oteri, who later served as the commission merchant/agent for Oteri Pioneer Central American Line (Morrison, 1885).

8.83 Armed Attack on Ship Shoal Lighthouse (February 1882)

A sensational February 1882 event involving “. . . the loss and recovery of a boat belonging to Ship Shoal Lighthouse and . . . attempted assassination” of lighthouse personnel was reported throughout the United States (Evening Critic, 1882, p. 1). On 22 February, Principal Keeper Dunn and Third Assistant Leech observed “a boat becalmed at sea” near Ship Shoal light and they quickly went to provide assistance (Evening Critic, 1882, p. 1).

At the scene, an unknown party was found on the lighthouse’s own boat and ultimately both stranger and government vessel were taken back to the lighthouse. Three days later, the “stranger” attacked both keepers with a hatchet and revolver but was forced to flee to the “watch room” (Evening Critic, 1882, p. 1). On 27 February 1882, the wounded assailant finally surrendered to Dunn and Leach, who were stationed in the lower part of the lighthouse during the two-day standoff (Evening Critic, 1882, p. 1). Later reports verified that the “lunatic” was a British subject who deserted his vessel in Louisiana waters.

The grave effects of an 1882 flood, which compromised the livelihood of Louisiana oystermen toiling off relevant coastal parishes was initially reported by the Morgan City Free Press in May of that year. A Texas paper re-published this original account.

The overflow has in all probability killed the oysters on the Gulf from Caillou bay to St. Bernard bay. This being the case, our oyster trade for the next season will be very light, as the nearest beds are a hundred miles distant, and the expense of gathering and preparing for market will be too great to make the business profitable. Old fishermen state that it will take six years for the old beds to renew, and that they have to be assisted by plant oysters. (Brenham Weekly Banner, 1882, p. 3)

Louisiana oystermen were called out in a literary sense that same year. In 1882, popular author George Washington Cable eloquently described the unique topographical nature of terra firma bordering much of

the current project area. An excerpt from “Who Are the Creoles?” published by *The Century* in January 1883 remarked,

Across the southern end of the State, from Sabine Lake to Chandeleur Bay, with a north-and-south width of from ten to thirty miles and an average of about fifteen, stretch the Gulf marshes, the wild haunt of myriads of birds and water-fowl, serpents and saurians [sic], hares, raccoons, wild-cats, deep-bellowing frogs, and clouds of insects, and by a few hunters and oystermen, whose solitary and rarely frequented huts speck the wide, green horizon at remote intervals. (Cable, 1833, p. 385)

8.84 U.S. Coast Survey Progress

Reporting to the U.S. Senate on fieldwork [July 1881–June 1882] carried out by Federal surveyors [and contracted civilians], the acting US Coast & Geodetic Survey (USC&GS) superintendent touched on Louisiana waters in his study entitled “Triangulation, topography, and hydrography between Galveston Bay and Sabine Pass” (U.S. Coast and Geodetic Survey, 1883, p. 43). Preparations commenced and concluded by late January 1882, and the offshore phase began with the arrival of the survey vessel *Research* in early February. Relevant activities are described in this excerpt.

As soon as enough points had been fixed by the triangulation, which was steadily pushed eastward towards Sabine Pass, the topography was begun, a separate party with a light camp [under the supervision of USACE ‘Colonel Mansfield’] having been organized for this purpose. Upon the completion of the triangulation and topography, the inner portion of the Sabine Pass, not liable to radical changes from the works of construction in progress on the bar, was sounded, and a reconnaissance was made to the eastward of the Pass. The many difficulties encountered in the work owing to the marshy character of the country, the limited means of transportation available, and the hazy state of the atmosphere were successfully surmounted by the skill and energy of Mr. Perkins and his Aids, Messrs. C. H. Van Orden and Isaac Winston. He [F. W. Perkins] had also a share in the beach measurement. (U.S. Coast and Geodetic Survey, 1883, p. 43)

As of April 1883, three U.S. coast survey vessels were stationed near project locations and the Louisiana-Texas border. These were the steamer *Hitchcock* at “Sabine Bay, Texas . . . Sabine Pass, Texas,” the steamer *Barataria* assigned to the “Coast of Louisiana,” and steamer *Gedney* assigned to survey the “Coast of Texas” but homeported at Galveston (Army and Navy Journal, 1883, p. 845).

USC&GS fieldwork conducted within Louisiana waters during 1884–1885 included hydrographic work “around the Chandeleur Islands,” triangulation and topography of the coast “from Cote Blanche Bay to the westward;” and a hydrographic survey “from Sabine Pass eastward” (U.S. Coast and Geodetic Survey, 1886, p. 4). To prepare for the latter survey, USN lieutenant F. H. Crosby commenced fitting out the steamer *Gedney* in December 1884 and reached Sabine Pass in early March 1885. A principal tide gauge was established at “Dorman’s wharf at Sabine Pass” and readings were taken from 10 March to 5 June 1885. Due to spring freshets adversely affecting a reference gauge set up at the Calcasieu River, a self-registering gauge belonging to the USACE (engaged in constructing jetties at Sabine Pass bar) was utilized (U.S. Coast and Geodetic Survey, 1886, p. 50).

8.85 Development of Sabine Bank Circa 1885

References to “a ridge formed of broken shells” located some 30 miles south (magnetic) of the Calcasieu light indicated the distance that the surveyors traveled. Near that location, the team observed shoaling, blue mud and a significant range of water depth (U.S. Coast and Geodetic Survey, 1886, p. 51). Owing to its importance as a danger to navigation, “the development of Sabine Bank, off Sabine Pass” was mentioned by report “No. 58” prepared 10 February 1885 (U.S. Coast and Geodetic Survey, 1886, p. 5). According to USC&GS superintendent F. M. Thorn, Sabine Bank was significant because

In the course of the hydrographic operations, some important developments were made to which the attention of persons interested in commerce and navigation was promptly called. (U.S. Coast and Geodetic Survey, 1886, p. 2)

A 23-day survey conducted aboard the steamer *A. D. Bache* was completed by the USC&GS in April 1885 under the supervision of Lieut. E. D. F. Heald “to fill in certain details of hydrography to the eastward of those islands and in Chandeleur Sound” (U.S. Coast and Geodetic Survey, 1886, pp. 48–49). Shortly thereafter, the British steamer *Chancellor* was “. . . ashore at Chandeleur Islands” according to a cablegram received in New Orleans (Aberdeen Weekly Journal, 1885). An associated story commented that another British steamer, *South Tyne*, experienced engine problems during its recent passage from New Orleans to Bristol (Aberdeen Weekly Journal, 1885).

8.86 Improvement of Sabine Pass

In 1882, Congress approved the first appropriation of a \$3,177.606 estimate to construct two Sabine Pass jetties made of “brush and rock.” The scheme called for the jetties to extend from the “shore across the bar out to deeper water in the Gulf” (U.S. War Department, 1887, p. 1385). As of August 1885, the Sabine Pass east jetty was built up to the level of mean high water for a length of nearly 11,000 feet and the west jetty extended over 16,000 feet “of which 7,270 feet was raised to the level of mean high water” (U.S. War Department, 1887, p. 1385). Despite the fact that during June 1886 “these jetties encountered a cyclone” causing significant damage to their top works, no marine casualties were reported (U.S. War Department, 1887, p. 1386).

8.87 Hurricane & Tidal Wave Event, October 1886

Shortly after a bid to repair the jetties was awarded to the New Orleans firm of Louisiana Jetty and Lightering Company using brush mattresses and 2,240 tons of granite, Sabine Pass was struck by a severe hurricane (U.S. War Department, 1887, p. 1386). A U.S. army engineer major later commented that

In this same month [October 1886], during a violent gale in the Gulf, a tidal wave arose and inundated temporarily the entire country bordering Sabine Pass and Lake. The water is credibly reported to have reached a height of 8 feet above the ground on which the town of Sabine Pass stood. In less than an hour from the time this wave reached its height over 90 per cent. [sic] of the houses in Sabine Pass were either lifted off their foundations, thrown down, drifted away or destroyed. One hundred and thirty lives were lost, and the few people spared were left destitute. The current is reported to have run with a surface velocity of over 20 miles per hour, and its direction was inward from the Gulf toward the lake. At all events, in a very short time, with the exception of five or six houses, Sabine Pass as a town was wiped out of existence. (W. H. Heuer quoted in: (U.S. War Department, 1887, p. 1386))

Additionally, the destruction of critical local infrastructure such as railroad track that would otherwise support rebuilding efforts impacted Sabine Pass shipping for months (U.S. Army Corps of Engineers, 1888, p. 1262). Speaking of that setback, Major Heuer remarked

There has been practically no commerce at Sabine Pass the past year. The large vessels which came there brought the rock from New York for building the jetties. A few little schooners passed in and out, carrying small loads, generally to and from Beaumont and Orange, Tex. No railroad trains have run to or from the Pass since the storm of last October, as about 10 miles of the road-bed was seriously damaged or destroyed, and this has not been repaired or replaced. (U.S. War Department, 1887, p. 1387)

An April 1887 survey of Sabine Pass quarantine station by State Health Officer R. Rutherford (1889, p. 3) prompted the chief Texas state health officer to remark “*At Sabine Pass*-I found nothing but a yawl boat belonging to the State, it having been driven, during the gale which destroyed the station, to the residence of Dr. Perkins in the town, who was the quarantine officer at that Pass.” Conversely, marine and topographical surveys conducted on behalf of the seventh and eighth lighthouse districts during May 1887 provided contemporary information to detail the condition of the northern Chandeleurs (Figure 61). Of special interest, the 1887 survey area was shown in comparison to the 1834 chart of the same site.

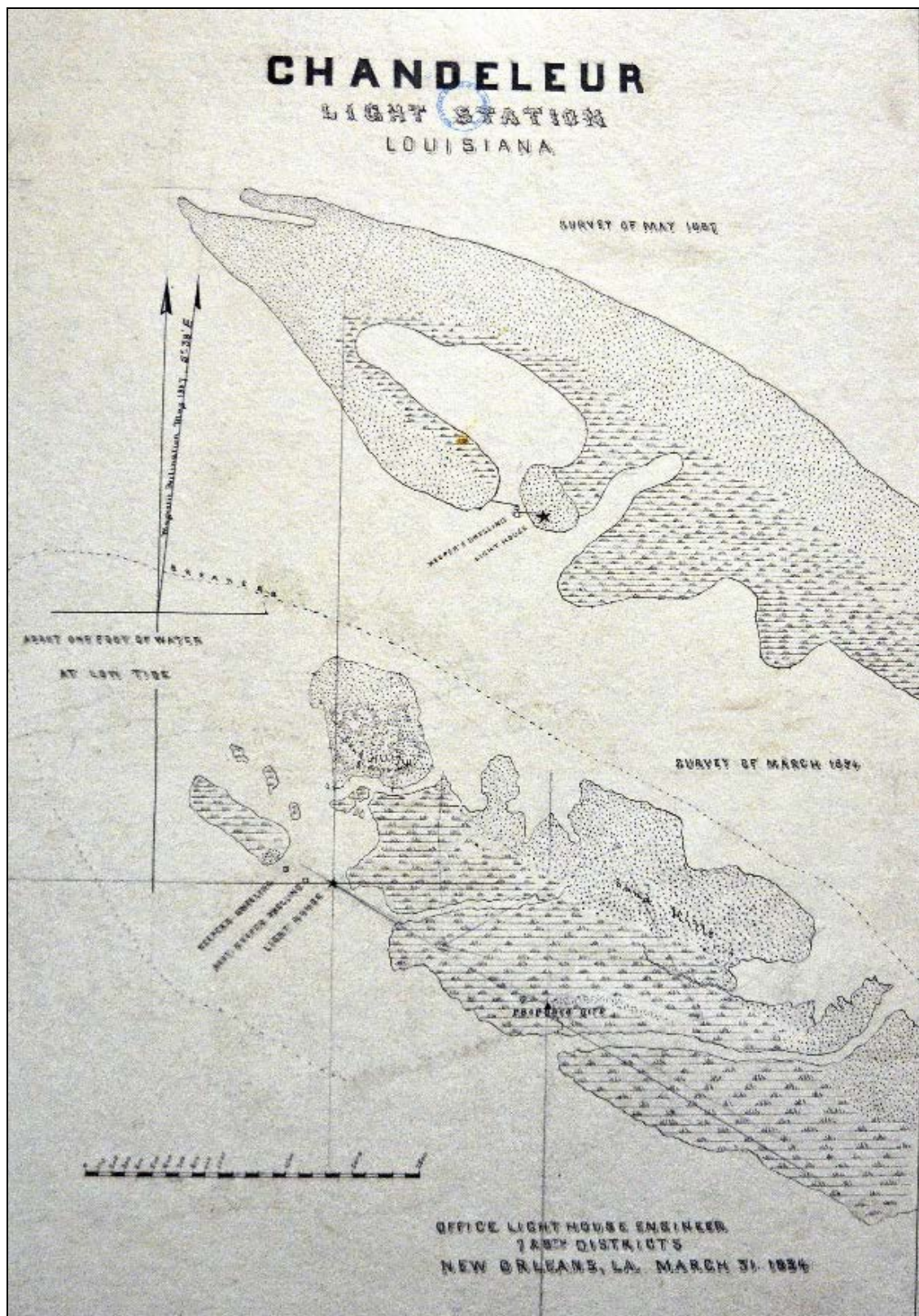


Figure 61. Chart produced after May 1887 that compares 1834 survey area.

(Courtesy of NARA.)

8.88 Federal Personnel Assigned to Regional Posts

Federal lighthouse service records, corrected as of 1 July 1887, identified contemporary keepers posted to relevant regional stations (U.S. Department of the Interior, 1887, pp. 219–220). Eighth district keepers, including their respective nationalities and annual salaries, are shown in Table 11. Likewise, U.S. custom officers and junior employees and U.S. war department engineer staff posted at relevant Gulf sites during the same period are shown in Table 12 and Table 13, respectively.

Table 11. U.S. lighthouse personnel

Keeper	Nativity	Jurisdiction	Station	Annual Salary
Martin Freeman	Prussia	Mississippi	Horn Island	\$630
Mrs. Anna Freeman	“United States”	Mississippi	Horn Island	\$400
John Murray	Alabama	Mississippi	Round Island	\$625
Orrin P. Barnes	North Carolina	Mississippi	East Pascagoula	\$575
Daniel McCall	Ohio	Mississippi	Ship Island	\$640
Mrs. Maria Younghaus	“United States”	Mississippi	Biloxi	\$600
George A. Caldwell	Mississippi	Mississippi	Cat Island	\$625
Frank Mart	Italy	Louisiana	Merrill’s Shell Bank	\$630
M. B. Ross	Maryland	Mississippi	Saint Joseph Island	\$625
John M. Reed	Pennsylvania	Louisiana	West Rigolets	\$640
Daniel A. Joyce	Maine	Louisiana	Chandeleur	\$700
James G. Plunkett	Ireland	Mississippi	Chandeleur	\$400
Louis Johnson	Denmark	Louisiana	Ship Shoal	\$760
John Casey	Ohio	Louisiana	Ship Shoal	\$425
Richard L. Powers	Ireland	Louisiana	Ship Shoal	\$375
Prosper Falgont	Louisiana	Louisiana	Ship Shoal	\$350
Charles F. Crossman	Switzerland	Louisiana	Calcasieu	\$640
Gustav Hammeland	Norway	Texas	Sabine Pass	\$640
John Ericson	Norway	Texas	Sabine Pass	\$400

Light-house service keepers assigned to relevant stations ca. July 1887 (U.S. Department of the Interior, 1887, pp. 219–220).

Table 12. U.S. customs personnel

Name	Office	Nativity	Custom House	Annual Salary
Theophilus M. Favre	Collector	Mississippi	Shieldsborough	\$250 [plus fees & commissions]
James I. Friar	Deputy Collector & Inspector	Mississippi	Pascagoula	\$3 per day
Benjamin F. Lindsey	Deputy Collector & Inspector	Mississippi	Shieldsborough	\$3 per day
Francis A. Caillavet	Inspector	Mississippi	Ship Island	\$3 per day
Albert G. Delmas	Inspector	Mississippi	Pascagoula	\$3 per day
C. D. Crain	Deputy Collector & Inspector	Texas	Sabine Pass	\$3 per day

U.S. customs personnel posted at relevant locations ca. July 1887 (U.S. Department of the Interior, 1887, pp. 156, 171, 201).

Table 13. War department personnel

Name	Office	Nativity	Station	Compensation
Thomas S. Raymond	Assistant Engineer	Louisiana	Sabine Pass	\$175 per month
D. R. January	Inspector	Mississippi	Sabine Pass	\$100 per month
Frederic Camors	Inspector	Louisiana	Calcasieu Pass	\$100 per month
Sherwood Burch	Boatman	Texas	Sabine Pass	\$50 per month
Richard Carey	Boatman	Texas	Sabine Pass	\$50 per month

U.S. War Department engineers posted at relevant locations ca. July 1887 (U.S. Department of the Interior, 1887, pp. 309-310).

For the most part, wages and salaries listed in the *Official Register of the United States* (U.S. Department of the Interior, 1887) appeared modest for services provided. In many vocations, Federal employees received additional fees and/or “50 cents per diem for horse feed.” In the case of named jurists, most received enumeration based on fee schedules like Sabine judge Samuel Harper. Owing to its importance as a regional port, this Pennsylvania born judge presided over U.S. circuit and district courts, which certainly included maritime cases at Sabine Pass (U.S. Department of the Interior, 1887, p. 745).

8.89 International and Regional Shipping

A Federal report entitled “Commercial Statistics of the Port of Galveston, Texas, For Fiscal Year Ending June 30, 1888” reiterated intelligence regarding undocumented traffic navigating between the referenced maritime center and other Gulf ports. Galveston collector of the port Charles C. Sweeney commented on this well-known fact to his superior in this manner.

You [Major of Engineers O. H. Ernst] are aware, of course, that there is no considerable amount of maritime trade at this port of which no account is kept at the custom-house, namely, coastwise vessels which, by reason of the district from which they come, are not required to enter and clear, such as vessels from New Orleans, Mobile, Pensacola, and other kindred points, but all of which pass over the ‘bar’ and into the harbor here. (U.S. Army Corps of Engineers, 1888, p. 1279)

For the term first mentioned, Collector Sweeney “cheerfully” related that of the 490 *documented* steam and sail vessels entering the Port of Galveston, 130 hailed from foreign ports and 360 hailed from domestic ports. Of the total, 259 were identified as steamers; the remainder being sail (U.S. Army Corps of Engineers, 1888, p. 1278). Additional details supplied by Sweeney confirmed that the amount of duty paid totaled \$229,661.73, as compared to tonnage tax of \$5,246.87. Total inbound tonnage was 447,144; compared to outbound tonnage of 432,588 (U.S. Army Corps of Engineers, 1888, p. 1279).

In an unrelated but generally relevant citation, Major Ernst identified several firms that provided regional marine services such as contract dredging, shoreline protection, and salvage. These companies included; George C. Fobes (Mobile), William Fagan (New Orleans), Bertrand Adoue (Galveston), Rittenhouse Moore (Mobile), Louisiana Jetty and Lightering Company (New Orleans), Charles Clarke (Galveston), A. M. Shannon, John H. Gardner (New Orleans), William L. Campbell (Mobile), William Hughes (Warrington), John Maguire (Mobile), and William H. Brown (New Orleans), (U.S. Army Corps of Engineers, 1888, pp. 1190, 1282, 1308).

The USACE (1888, p. 1103) reported that the Florida ports of Punta Gorda and Charlotte Harbor were requesting dredging to accommodate “the large steamers of the Morgan Line, plying between Havana and New Orleans, to enter during all conditions of wind and tide.” At this date [May 1888], a vigorous trade had developed between Charlotte Harbor’s orange markets and New Orleans citrus buyers (U.S. Army Corps of Engineers, 1888, p. 1104). Likewise, Cedar Keys harbor enjoyed a brisk interchange of steam commerce with the Louisiana port, chiefly exporting lumber (U.S. Army Corps of Engineers, 1888, p. 1116).

After purchasing the steamer *Apolo* ca. 1884, Don Antonio Martinez de Pinillos e Izquierdo organized the Cadiz shipping firm Pinillos, Saenz Y Compania (Pinillos Line) with relative Martin Saenz. By 1885, several company steamers were running between Barcelona, Havana, and New Orleans (Bonsor, 1983, p. 396). A contemporary Federal report confirmed the lucrative nature of this trade with a surprising statistic. Commencing their route at New Orleans, “a wealthy line of steamers running as far as Havana, carrying valuable cargoes both ways, consisting of general food supplies out and sugar, tobacco, and fruit back, and embracing values of \$7,500,000 per annum” (U.S. War Department, 1887, p. 1234).

In conjunction with vigorous coastwise trade that thrived at all points between Florida to Galveston, and the expanding steamer service previously mentioned, traditional shipping between Great Britain and New Orleans reached unprecedented levels. An example furnished by Financial Times of London reported that the *Sandringham* entered the Port of Gravesend on Friday, 24 February 1888 from New Orleans (Financial Times, 1888, p. 1).

8.90 Federal Attention to Quarantine Protocols

In her outstanding publication *Yellow Fever and the South*, Dr. Margaret Humphreys (1992, p. 1) explored the fundamental goals of the southern boards of health as they reacted to the “death and disorder yellow fever brought to the South from the 1840s through the first decade of the twentieth century.” Specifically, the account confirmed the “strikingly different . . . objectives, attitudes, and achievements of southern public health officials . . . from their northern counterparts” (Humphreys, 1992, p. 1).

Congress eventually approved funds to transfer “the Gulf Quarantine Station from Ship to Chandeleur Island,” and on 1 August 1888 President Grover Cleveland signed the bill authorizing over \$500,000 to construct seven new stations “all to be administered by the Marine Hospital Service” (Humphreys, 1992, p. 129). The southern city “most frequently afflicted” by insidious historic epidemics was New Orleans; in 1853 half the city’s mortality was due to yellow fever (Humphreys, 1992, p. 3). However, politics and commercial interests [especially shipping] shaped the way the city fathers reacted to epidemics. Other factions also affected the process, of which Humphreys commented that

An important factor in the relationship of southern boards of health to the Marine Hospital Service was the location and operation of the Ship Island quarantine station that Joseph Jones [former president LA state board of health] had so opposed. Having inherited the Ship Island site from the National Board, Hamilton hoped to please the Louisiana State Board by moving the station to Chandeleur Island, further out in the Gulf and closer to Louisiana. The Alabama and Mississippi Boards of Health fought this transfer, however, and the station was not moved until 1889. (Humphreys, 1992, p. 118)

Meanwhile, in late summer 1888, *The Biloxi Herald* (1888, p. 8) reported progress at Chandeleur island.

Mr. J. H. Gardner, who has the contract for the ‘removal of the old and the building of the new quarantine station at North Chandeleur Island, left yesterday for West Pascaguola, says the Times-Democrat, where he will supervise the work of selecting and shipping the creosoted timbers to be used in the foundation of the station. Just as soon as the work of pile-driving is commenced Superintendent Bradley, under whose direction the buildings are to be constructed will leave for the Chande-ieur [sic] where he expects to be absent for some time.

On the same date, *The Biloxi Herald* identified ships recently clearing or arriving at Ship Island, which certainly navigated in the vicinity of the Chandeleurs. That information is shown in Table 14.

Table 14. Ship Island shipping

Vessel & Type	Master or Owner	Tonnage	Cargo	Status
Spanish bark	?/Poitevent & Favre	400	Lumber	Cleared for Havana
Norwegian bark <i>Terpsichore</i>	Nelson/Hunter, Benn & Co.	1200	“1300 loads timber”	Cleared for Liverpool
Norwegian bark <i>Swansea</i>	Micklesen/ Poitevent & Favre	500	Lumber	Cleared for France
Norwegian bark <i>Lena</i>	Miller/ Poitevent & Favre	900	--	Arrived from Monteveido [sic]
Norwegian bark <i>Crown</i>	?/?	800	In quarantine	Arrived from Santos, Brazil

Vessels entering and clearing Ship Island late July to early August 1888 (Biloxi Herald, 1888, p. 8).

Under the heading, “*Gulf Quarantine, Chandeleur Island, Miss., (formerly at Ship Island.)*,” a Pennsylvania state medical journal reprinted verbatim a Federal report discussing the project in March 1889.

The new buildings on Chandeleur Island have been completed, and the station was formally occupied March 17th, a transfer of all serviceable property having been made from Ship Island. The captain of the revenue cutter Seward has been instructed to burn the abandoned yellow fever hospital on Ship Island, and all condemned property. Plans for a fumigating vessel for this station have been approved, the contract awarded, and the vessel is in process of construction. (U.S. Marine Hospital Service, 1889, p. 85 quoted in: U.S. Quarantine Service, 1889, p. 283)

By 13 April 1889, all “condemned articles at the old quarantine station on Ship Island, opposite Biloxi, were destroyed” by fire (Baltimore Sun, 1889, p. 1). An interested party reporting from Mobile related that:

There was a great mass of bedding, clothing and refuse left there when the quarantine was moved last month to Chandeleur island, and as the mass was known to be infected with germs, and visitors were not prevented from going on the island [Ship], there was a call through the press for its burning. (Baltimore Sun, 1889, p. 1)

Vessels using the offshore services in July 1889 supported by the new “buildings” at “North Chandeleur Island” included the Portuguese bark *Julius* and Norwegian bark *Prince Regent* both inbound from Rio de Janeiro. The condition of the first vessel’s “cargo, earth ballast” was gauged as “good,” and the second’s “cargo (rock ballast)” was inspected with the same condition (U.S. Marine Hospital Service, 1889, p. 201; U.S. Marine Hospital Service, 1889, p. 209; U.S. Marine Hospital Service, 1889, p. 216). A fairly specific description of the Chandeleur fumigating vessel that later arrived at the station was referenced in early September 1889 in regard to a sister ship contracted for the Angel Island [California] quarantine. The San Francisco source stated

The fumigating steamer, for which the contract to construct has been let, will be built on the model of one now in use at Chandeleur quarantine station, but will be supplied with many later devices which have received the sanction of a board of medical officers. The proposals called for an iron fumigating steamer 87 feet in length, 80 feet on the water line, 16 feet 6 inches breadth of beam, 6 feet 10 inches depth of hold and a draught of 4 feet 9 inches. The vessel is to be a propeller with cross-bulkheads and bulkheads inclosing coal bunkers, which will have an iron flooring a quarter of an inch in thickness. The bottom of the vessel is to be covered on the inside with Portland cement thick enough to cover all of the plates and frames. The house on deck will be fifty feet long and seven feet high. The pilothouse and doctor’s room will be constructed on top of the deckhouse. The machinery, of course, will be of the latest and most improved pattern, and altogether the steamer will be constructed in the best possible style. When an infected vessel arrives in port and is ordered to the quarantine grounds the fumigating steamer will run alongside, and, after, transferring the passengers to the station at Hospital cove, the vessel will be sealed up and the fumigating apparatus set to work. It is understood that the largest ocean vessel can be, by means of lately invented devices in the way of pumps and combinations of chemicals, thoroughly fumigated in three hours. (San Francisco Chronicle, 1889, p. 8)

8.91 Quarantine Protocols in Relation to Maritime Routes

In late November 1889, U.S. surgeon-general John B Hamilton called for the international community to act in a universal and united effort “to circumscribe, limit and eradicate, at their beginning, the diseases which produce pestilence” (New-York Tribune, 1889, p. 2). This appeal was paramount as he urged the Pan-American Congress to vigorously address “the sanitation of ships and quarantine” (New-York Tribune, 1889, p. 2). Hamilton suggested that international refuge quarantines should “be established and maintained as near as practicable to the definite routes of travel” (New-York Tribune, 1889, p. 2). In this regard, two qualifying U.S. stations were identified; “Chandeleur Islands” and “Tortugas Keys” (New-York Tribune, 1889, p. 2).

The story associated with a June 1890 headline, “The Health Outlook,” printed by the Atlanta Constitution advised readers that “two cases of yellow fever” had recently been reported at Chandeleur Quarantine Station. Chicago Tribune (1890, p. 5) commented that the British vessel *Avon* was detained there, and that an agent stationed at Chandeleur may have been sent to Merida, Yucatan to study “its sanitary conditions” due to the fact that 12 cases had been publicized. The Georgia paper further mentioned that while this disease was “assuming epidemic proportions in Yucatan,” the “genuine Asiatic cholera” had broken out in Spain, which was also linked to Gulf shipping (Atlanta Constitution, 1890, p. 4).

At this date [June 1890], the Light-House Board reported that a “contract for a new dwelling for the assistant keeper,” had been finalized along with “a walk on creosoted piles” to be constructed “near the northern extremity of Chandeleur Island” (Light-House Board, 1890, p. 125). Appropriation details published by the Fifty-Third Congress for the new structures remarked:

CHANDELEUR LIGHT STATION, LOUISIANA: The expenditure of three thousand two hundred and twenty-six dollars and twenty-one cents from the appropriation for repairs and incidental expenses of light-houses, eighteen hundred and ninety, for building an assistant keeper’s dwelling and a plank walk at Chandeleur Light Station. (U.S. Congress, 1895, p. 428)

A distressing headline, “Yellow Jack on Shipboard,” was published by a San Francisco paper during mid-August 1890. According to the Daily Alta California (1890, p. 1).

The Marine Hospital Bureau [Washington DC] is informed that a case of yellow fever on board the Spanish bark *Castillo* from Cienfuegos via Pascagoula, is now detained at the Chandeleur quarantine station, Mississippi.

Government vessels operating in the eight districts during this period [1890] included the steamers *Pansy* and *Arbutus* and schooner *Clover* (Light-House Board, 1890, p. 122). *Pansy* was tasked to attend the district’s 91 buoys, 10 fog signals, and to supply and inspect 62 light-houses and beacon-lights, two lightships, and 17 “Day or unlighted beacons” (Light-House Board, 1890, p. 122). *Arbutus* and *Clover* were both assigned to “construction and repair” duties (Light-House Board, 1890, p. 122).

On 18 April 1891, the U.S. surgeon general received telegraphic confirmation from the Pensacola board of health that the “British ship *Curlew*, forty-seven days from Rio” had been sent to “Chandeleur Station” (U.S. Marine Hospital Bureau, 1891, p. 189). This mandatory precaution was undertaken due to 18 cases of “yellow fever on passage,” which resulted in three mortalities (U.S. Marine Hospital Bureau, 1891, p. 189). In the following month, yellow fever was also verified aboard *Gustaf Oscar* soon after it anchored off Pensacola, having arrived from the same Brazilian port. Over the course of its 52-day passage, 10 cases of yellow fever were treated culminating in four deaths. As a consequence of refusing “pratique,” the German steamer was ordered to the CQS (U.S. Marine Hospital Bureau, 1891, p. 251). “Pratique,” historically, meant that authorization was needed by the chief medical officer to provisionally release a vessel from quarantine. Of singular importance, principal Chandeleur surgeons Greenvelt and Carter were stricken with yellow fever in late June 1891. Originating out of “Bay St. Louis,” these tragic tidings were published by newspapers across the United States (Cincinnati Enquirer, 1891, p. 1).

Following uniform protocol in July 1891, U.S. Marine-Hospital Bureau surgeon R. D. Murray advised his supervisors that the British steamship *Nigretia* was ordered to proceed to CQS after the vessel “had lain for nine days” off Pensacola. In this instance, while the steamer had cruised from Vera Cruz with no known cases of yellow fever, the second engineer died of the dreaded malady. Two days later, on 25 July, Dr. Murray confirmed that the British ship *Ryerson* had entered Ship Island harbor. Inbound from Rio, the crew reported one yellow fever death and one active case (U.S. Marine Hospital Bureau, 1891, p. 347). *The Chicago Tribune (TCT)* touched on the new outbreak [10 cases/two deaths] of yellow fever there in its 19 July 1891 edition and mentioned that “Additional supplies of sulphur, charcoal, and other disinfecting materials” had been shipped to Chandeleur from New Orleans.

Owing to its global prominence as an official quarantine station or “lazaretto,” Chandeleur Island was naturally identified in hygiene literature and medical discourses throughout the world (Appendix I). A scholarly journal discussing “quarantänen” and “infectionskrankheiten” published in Germany by cholera expert Uffelmann (1892, p. 201) cited Chandeleur as the only such Gulf “stationen.” In its 9 October 1891 *Abstract of Sanitary Reports*, the US Marine-Hospital Bureau identified eight vessels navigating in the vicinity of the Chandeleur Islands during September. With the exception of *Alfhild*, these watercraft and pertinent shipping details are described in Table 15.

Table 15. Gulf quarantine shipping

Name and Type	Arrival	Last Port	Destination	Treatment
Norwegian bark <i>Prince Regent</i>	13 SEP	Rio de Janeiro	Ship Island	Disinfected
British bark <i>Saga</i>	14 SEP	Brazil	Ship Island	Disinfected
British bark <i>Aneroid</i>	17 SEP	Rio de Janeiro via Barbados	Mobile	Disinfected
British schooner <i>H. B. Homan</i>	24 SEP	Santiago de Cuba via Horn Island Bar	Pascagoula	Disinfected
Swedish bark <i>Aurelia</i>	24 SEP	Santos via Horn Island Bar	Pascagoula	Held for disinfection
American schooner <i>Magnolia</i>	24 SEP	Matanzas	Handsboro	Disinfected
Italian bark <i>Rosa</i>	30 SEP	Santos via Barbados	Pensacola	Held for disinfection

Gulf Quarantine Station detail for the “Week ended October 1, 1891” (U.S. Marine-Hospital Bureau, 1891, p. 465).

8.92 Wreck of *Alfhild* (30 September 1891)

This same abstract verified that the “Norwegian bark *Alfhild*” arrived at the Gulf quarantine by 30 September 1891 and wrecked prior to reaching its destination of Pensacola (U.S. Marine-Hospital Bureau, 1891, p. 465). The Federal authority claimed that the bark’s seamen were given shelter at the subject station and that their “effects” were saved. With respect to the stricken vessel, the comment “Ship a total wreck” was added to the 9 October 1891 report (U.S. Marine-Hospital Bureau, 1891, p. 465).

Lloyds previously reported that the *Alfhild* was “ashore north end of Chandeleur Island” and confirmed that help was on the scene (Times, 1891, p. 7). Other details related that the Norwegian “barque” was sailing from Rio de Janeiro to Pensacola at the time of the mishap (Times, 1891, p. 7); (U.S. Marine-Hospital Bureau, 1891, p. 465). The barkentine *Lucy* was also mentioned in the same *Lloyds* casualty report [*The Times* of London] in that this Glasgow-based vessel was headed for the Rio Grande loaded with a cargo of “gas coal” prior to its own stranding off Lamlash [Isle of Arran, Scotland] (Times, 1891, p. 7).

Other relevant shipping verified that the steamers *Trevalgan* and *Rita* cleared Liverpool on 1 October 1891 for Galveston, while the steamer *Orbo* and *J. P. Larsen* entered the British port from Galveston, and the Rio Grande, respectively (Times, 1891, p. 7). By this date, the U.S. revenue cutter 190-foot, 416-ton, iron-hulled *Galveston* [renamed *Apache* 1904] was in service along the Gulf coast. Built by Reeder & Sons of Baltimore for \$95,650, the twin-screw steamer entered service in 1891 and later patrolled in defense of New Orleans during the Spanish American War. Before being decommissioned in 1937, the vessel

[A]ssisted in flood relief efforts, was placed at the disposal of the governor of Texas, participated in Mardi Gras celebrations, transported local students ‘for educational purposes to study Galveston Harbor,’ patrolled regattas . . . participated in fleet drills with the Navy, transported politicians and dignitaries, and investigated the conditions of local oyster beds. (U.S. Coast Guard, n.d.)

8.93 Regional Attention to Global Cholera Outbreaks (Summer 1892)

Countless fearsome headlines printed in the United States during summer 1892, which were related to global cholera outbreaks impacted all Gulf ports. One sensational example seemed to shriek “Spreading the Pestilence: Seaboard Towns in Europe Successfully Attacked: New Cases Reported in England: Alarm Felt in All Continental Cities—The Virulence of the Disease in Russia and the Far East” (San Francisco Call, 1892, p. 1).

For Americans living along the Gulf, and especially mariners and those working in maritime industries, the threat conjured up epidemics that struck Louisiana, Mississippi, and Texas during the 1870s. Immediately, U.S. papers drew attention to the Chandeleur station as shown in the following report.

Surgeon-General Wyman received word to-day [30 August 1892] that a vessel left Antwerp several days ago with several hundred German and Russian emigrants aboard bound for Galveston. The health officers at the latter point wanted to know whether a quarantine would be established at Southern ports again [treating] ships from Cholera-infected European ports. Directions were given to establish a quarantine against all such vessels and send them to Chandeleur Island, in the Gulf of Mexico. Surgeon-General Wyman does not fear that cholera can gain an entrance through the Atlantic ports or along the Canadian border, where there is every facility at the command of the health officers, but here is danger that may be imported through New Orleans, Mobile or Galveston, where quarantine cannot be so rigidly enforced. (San Francisco Call, 1892, p. 1)

8.94 The Great Gulf Storm, 2 October 1893

Countless articles related to the catastrophic October 1893 hurricane were published in the breadth of American newspapers and journals. Graphic accounts of the storm's destruction reached international media outlets especially in Western Europe. An excerpt touching on two project areas printed by New York's Scientific American (1893, p. 258) follows.

On 2 October a great storm burst upon the northern coast of the Gulf of Mexico, coming without warning of any kind, although even if such warning had been given the loss of life and property would still have been very great. As it was, with the wind blowing upward of a hundred miles per hour and waves and backed-up water running 15 feet above the normal level, some 2,000 lives were lost, with millions of dollars worth of property The principal damage was done to the region about the mouth of the Mississippi, which includes islands and marshes all of very low level. One of the affected and typical regions, the St. Bernard or Lake Borgne Marsh, is a dead level ocean marsh, with more water than land, covering 1,200 square miles. It was inhabited by 200 fishermen, who lived in cabins built on piling. Chandeleur Island is another where there was great loss of life, and is also typical of much of the adjoining region. This land but three or four feet above the level of the sea, so that in the storm it was completely submerged. Such places as this represent the entire region, which is a network of islands, bayous, lakes, and swamps, whose highest point is only about 7 feet above the normal sea level. The devastated area extends along the Mississippi from a point 46 miles from its mouth and runs east and west over an extent of over 100 miles. In most places the residents were white, of the most diversified classes, Italians, Spaniards, Creoles, and others. Besides these there were a Chinese and Malay colony. The inhabitants were devoted entirely to the maritime industries, such as fishing and oystering. The Chinese were engaged in shipping shrimp to China The entire region is literally almost depopulated The loss to shipping is very great, many smaller boats being lost entirely and others badly damaged. It is calculated that one-half of the population engaged in the Gulf fisheries are lost and that nine-tenths of the vessels are destroyed.

Published under the headlines, "The Death List Now 1,200: Disaster by the Great Gulf Storm," New-York Tribune (1893, p. 1) updated readers on 6 October that

Probably the worst damage and loss of property occurred at Chandeleur Island. Here stood the United States Marine Hospital quarantine buildings, in charge of Dr. G. M. Guiteras, with Dr. Pelai, of Biloxi, as assistant. The velocity of the wind reached 100 miles per hour. The buildings and pier known as the disinfecting plant are a complete loss, while the other buildings on the island are more or less damaged Miles of the island have been washed away, and what little remains is in danger of being completely submerged with a little more than ordinary high tide. Dr. Guiteras has advised the Department at Washington [marine hospital service] that the island is no longer habitable, and has recommended the transfer of the quarantine station to Ship Island The damage by wind to the quarantine service alone at Chandeleur Island will amount to nearly \$100,000 (Appendix J). About forty head of cattle were also lost on the island. A Manilla [sic] sailor made the way yesterday to the Chandeleur station from the fishing sloop Laura B, of New-Orleans, which was wrecked in Grand Pass The oyster lugger Rosalie, of Biloxi, is also known to have gone to the bottom with a crew of four men. The Henry T. Gregg was completely dismantled. The Austrian bark Nikita, which was in quarantine at Chandeleur, has disappeared, and is believed to be lost with all on board. She had a crew of about twelve men. The Lena Storer and Flora Woodburne, both three-masted schooners, were the only vessels lying on Chandeleur Islands which were not seriously damaged

Photographs taken before and after the hurricane of the Chandeleur lighthouse affirmed the strength of the storm surge (Figure 62; Figure 63). Sabine Pass was fortunately spared the full force of the destructive storm's tidal waves and winds, as locals were still able to host a 24 October 1893 "celebration" in honor of their new deep-water port. In early December 1893, Scientific American highlighted the navigational project, which undoubtedly delighted maritime interests operating near the Louisiana-Texas border. The project was described as such,

The bar has been dredged so that vessels drawing 18 feet of water can pass the bar and reach the natural and spacious harbor every twelve hours. Jetties have been constructed on either side measuring 17,100 feet and 14,730 feet, with the walls above high tide. The new harbor will be especially valuable to the lumber and cotton trade. Instead of expensive transfers, cotton can now be shipped to Manchester or London direct. There are extensive deposits of coal in this part of Texas which, it is thought will now be developed. (Scientific American, 1893, p. 355)



Figure 62. Photograph of 1856 Chandeleur light station taken before the October 1893 hurricane.
(Courtesy of NARA.)



Figure 63. Photograph of Chandeleur lighthouse taken after the October 1893 hurricane.
(Courtesy of NARA.)

In a somewhat related field, the New York journal mentioned a “digging machine” recently “patented by Eliza J. Bentinck and Julia A. Renner, of Galveston, Texas,” with this introduction.

This machine, when submerged and dragged along the bottom of a waterway, digs into and carries up the sand, etc., permitting the raised material to be floated away by the current In a suitably made frame, connected by brackets with a chain leading to a boat, or other means of pulling the machine (Figure 64), is journaled [sic] a shaft carrying drive wheels and a drum, both the wheels and the drum having shovels arranged about their periphery It is designed that the drum shall be ten feet in diameter and carry about 200 shovels, each capable of lifting about a cubic foot of material, so that each revolution of the drum will carry up some seven to eight cubic yards of sand or mud, thus rapidly and effectively deepening channels or removing sandbars at the mouths of rivers, etc. (Scientific American, 1893, p. 373)

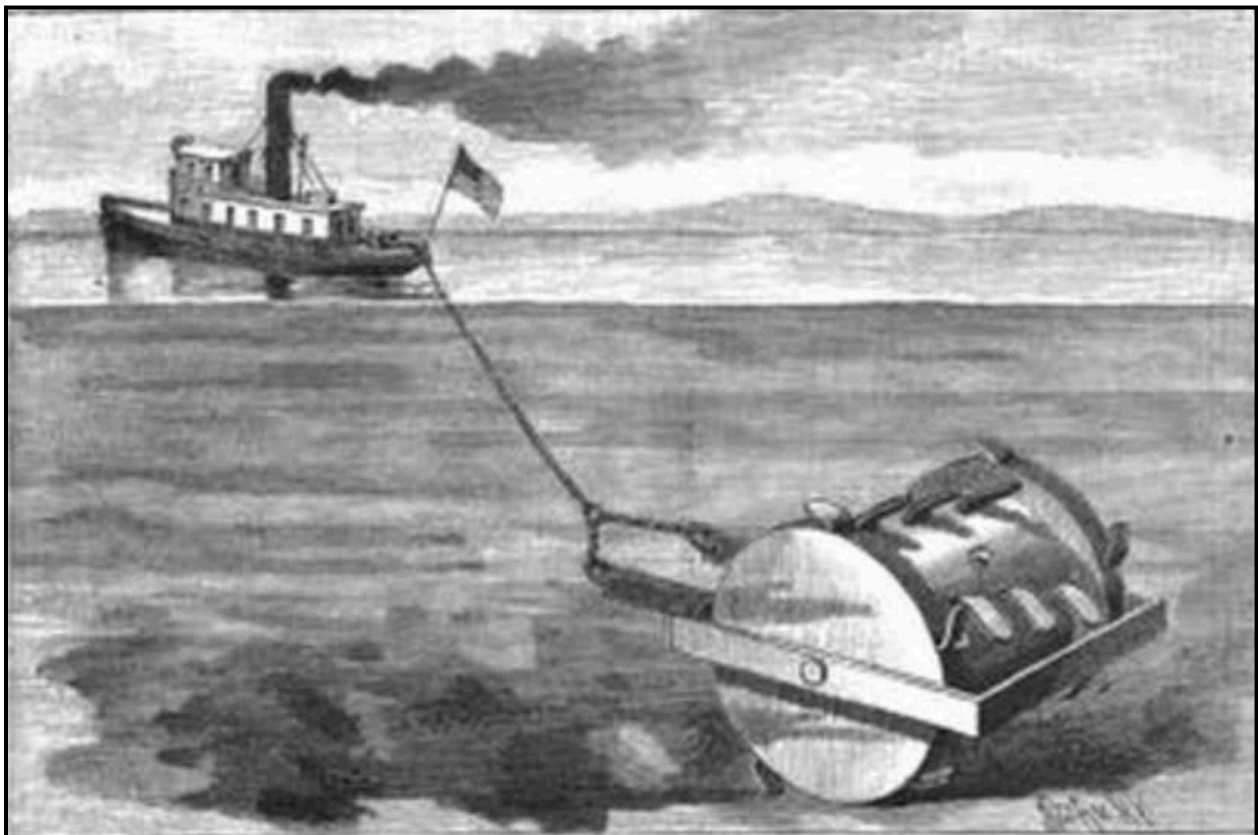


Figure 64. "Bentinck & Renner's Digging Machine."
(Scientific American, 1893, p. 373)

8.95 Federal Evaluation of Proposed Chandeleur Lighthouse Repairs, May 1894

On 15 May 1894, the U.S. treasury submitted a critical amendment to the previous bill to repair Chandeleur light. In his letter to 53d Congress house members, “Bourbon Democrat” Secretary John G. Carlisle [Grover Cleveland administration] commented that

After a careful examination of all the circumstances the Light-House Board, at its session on May 7, 1894, came to the conclusion that it would not be advisable to attempt the repair of the present light-house site or of the dwellings of the keepers. The site appears to be unsuitable because of the encroachments of the sea. The old light-house tower is not of sufficient height to fully meet the requirements of the location. The Board is of the opinion that the structures should be erected upon a point near by, and that the keepers’ dwellings should be removed to that site. It is estimated that the cost of the change of site and the reerection of structures will not be exceeding \$35,000. This light was of special importance to the fleets of vessels which visit Ship Island anchorage, as well as to those vessels seeking the entrance to Mississippi Sound. It is believed that the needs of commerce warrant the advance of the light to the third order, and making a suitable increase in the height of the light above mean high water, and it is very desirable that the site should be changed that it will be in much less danger of damage in future storms. (U.S. Treasury Department, 1894, p. 1)

The document stressed that all “outhouses and the land about the dwellings have disappeared,” and reiterated the critical need for a beacon but suggested a different site on the island. The report is presented as Appendix K. Report No. 589 published by U.S. Senate (1895, pp. 1–3) confirmed that \$331,154.75 was designated for “Light-houses, beacons, etc.” by the U.S. House as of July 1894. Of that total, \$35,000 was earmarked for the “Chandeleur light station” (U.S. Senate, 1895, p. 2).

The other Gulf coastal expenditures were for Tampa Bay (less than \$2,000) an increase of \$20,000 for Mobile ship channel lights, and increase of \$100,000 for Galveston Harbor. Interestingly, the 1895 report also re-visited an age-old international dispute. A small estimate of \$500 was set aside for the “boundary retracement” between Louisiana and Texas (U.S. Senate, 1895, p. 2).

8.96 Federal Attention to Sabine Pass

On the heels of that Cabinet level attention to the Chandeleur station, politicians lobbied by Louisiana-Texas border constituents sought to beef up maritime infrastructure at Sabine Pass. On behalf of his U.S. house colleagues, Louisiana congressman Adolph Meyer submitted this brief report to the whole body on 13 June 1894.

The Committee on Naval Affairs, having considered the provisions of the bill (H.R. 5777) to provide for the selection of a site for the establishment of a navy yard and dry dock on or near Sabine Pass, in the State of Texas, recommend that the President be authorized to appoint a commission accordingly, and that the sum of \$2,500, or so much thereof as may be necessary, be appropriated for the purpose. (U.S. Congress, 1894, p. 1)

8.97 Late 19th-Century Shipping

In mid-August 1894, the Fifty-Third Congress [second session] approved legislation to authorize and direct that the “foreign-built steamer S. Oteri” owned by Salvador Oteri of New Orleans “be registered as a vessel of the United States” (U.S. Congress, 1895, p. 277). The act further provided that the steamer would be entitled to special consideration by the U.S. commissioner of navigation in this manner.

That the Secretary of the Treasury is hereby authorized and directed to cause the inspection of said vessel, steam boilers, steam pipes, and their appurtenances, and cause to be granted the usual certificate issued to steam vessels of the merchant marine, without reference to the fact that said steam boilers, steam pipes, and appurtenances were not constructed pursuant to the laws of the United States and were not constructed of iron stamped pursuant to said laws; and the tests in the inspection of said boilers, steam pipes, and appurtenances shall be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes. (U.S. Congress, 1895, p. 277)

An interesting shipping item for the era elaborated on the attention of Federal and local interests in the development of inland waterways. In the account that follows, a state-of-the-art U.S. military vessel reconnoitered near a project area.

The torpedo boat Ericsson shot up the Delaware river [sic] today [Monday, 20 August 1894] and attracted general attention along the wharves, and such boats as noticed her saluted the newcomer. She is bound to the Brooklyn navy yard and is about completing a trip from St. Louis down the Mississippi to New York. The object of the trip is to test an inland route as far as possible to the Brooklyn navy yard. After her arrival at the mouth of the Mississippi she made the interior water passage via Briton [sic], Chandeleur, Mississippi sound and Miant [sic] pass to Mobile bay. (Los Angeles Herald, 1894, p. 1)

Equally noteworthy, in December 1894, the Financial Times (1894, p. 1) of London reported that the “steamship ‘Maroa’ sailed from New Orleans [on 2 December] for Havre with 18,348 bales of cotton, which is the largest cotton cargo ever shipped.”

8.98 American Communication with Foreign Countries, ca. 1895

The 1895 *Report of the Commissioner of Navigation* presented a meticulous account of relevant shipping entering foreign ports. However, a critical qualification remarked that “No statement [was] made of vessels entering near-by ports of the British Possessions in North America and near-by ports to the south of the United States, such trade being essentially coasting trade” (U.S. Treasury Department, 1895, p. 121). This caveat confirmed, as is generally known, that countless unknown vessels navigated within the project areas. However, in respect to “American Communication with Foreign Countries” for the subject year, Table 16 identifies vessels, construction details, trading countries, and relevant Gulf exiting ports. In some cases, there are surprising numbers of entries.

Table 16. International shipping

Name	Rig	Tons	Hull	Built	Inbound	Outbound	Entries
<i>Taria Topan</i>	Bark	632	Wood	1870	Buenos Ayres	Pascagoula	1
<i>Caroline Gray</i>	Brig	327	Wood	1869	Curaçao	Pascagoula	1
<i>Nellie T. Morse</i>	Schooner	461	Wood	1879	Demerara, British Guiana	Pascagoula	1
<i>Clara Leavitt</i>	Schooner	456	Wood	1874	Demerara	Pascagoula	1
<i>Robert Ruff</i>	Schooner	219	Wood	1871	Colon, Columbia	Pascagoula	2
<i>Wm. G. Hewes</i>	Steamer	1118	Iron	1860	Bluefields, Nicaragua	New Orleans	3
<i>Gussie</i>	Steamer	998	Iron	1872	Bluefields	New Orleans	13
<i>Palos</i>	Schooner	190	Wood	1868	Colon	Shieldsboro	3
<i>Rover</i>	Steamer	995	Iron	1881	Bluefields	New Orleans	2
<i>Morgan</i>	Steamer	994	Iron	1864	Bluefields	New Orleans	11
<i>South Portland</i>	Steamer	662	Iron	1883	Bluefields	New Orleans	6
<i>Aransas</i>	Steamer	1157	Iron	1887	Havana	New Orleans	19
<i>Whitney</i>	Steamer	1338	Iron	1871	Havana	New Orleans	18
<i>Algiers</i>	Steamer	2294	Iron	1876	Havana	New Orleans	3
<i>Clinton</i>	Steamer	1187	Iron	1862	Havana	New Orleans	2
<i>Anna M. Stammer</i>	Schooner	420	Wood	1890	Havana	Pascagoula	3
<i>Jessie Lena</i>	Schooner	347	Wood	1883	Havana	Pascagoula	4
<i>Amelia P. Schmidt</i>	Schooner	280	Wood	1883	Havana	Pascagoula	2
<i>Lena R. Storer</i>	Schooner	251	Wood	1873	Havana	Pascagoula	2
<i>Henrietta J. Powell</i>	Schooner	316	Wood	1883	Havana	Pascagoula	2
<i>Oscar G.</i>	Schooner	230	Wood	1892	Havana	Pascagoula	4
<i>Longfellow</i>	Schooner	267	Wood	1889	Havana	Pascagoula	1
<i>Bertha Louise</i>	Schooner	231	Wood	1890	Havana	Pascagoula	1
<i>Miranda</i>	Schooner	429	Wood	1874	Havana	Pascagoula	1
<i>Agnes I. Grace</i>	Schooner	377	Wood	1873	Havana	Pascagoula	2

“American Communication with Foreign Countries” for fiscal year 1895 (U.S. Treasury Department, 1895, pp. 129–135).

“Opportunities for American Shipping” was touched on by the U.S. Treasury Department (1895), whereby U.S. consuls compiled contemporary maritime data and implied “the chances for new ventures.” With respect to Havre, France, the report suggested that

The facilities for shipping goods from the United States to Havre are abundant and regular. Three lines ply regularly—(1) the Compagnie Générale Transatlantique, weekly to New York; (2) the Compagnie Commerciale, monthly to New Orleans; (3) the Chargeurs Réunis, to New York and New Orleans regularly, and to other American ports as occasion may require. Besides the above regular lines of steamers plying between Havre and the United States, other steamships bring freight directly to this port from New York, Philadelphia, Baltimore, Norfolk, Charleston, Savannah, Apalachicola, Pensacola, Mobile, New Orleans, Galveston, San Francisco, etc. (U.S. Treasury Department, 1895, pp. 135-136)

At this date, “regular lines of mail and freight steamers” also navigated between Rotterdam, Amsterdam, and Antwerp, and New York, Baltimore, and New Orleans” (U.S. Treasury Department, 1895, p. 136). Interestingly, only a few steamers were at that time utilizing the Manchester Ship Canal, and these were importing “cotton (and a small quantity of grain) from Galveston and New Orleans” (U.S. Treasury Department, 1895, p. 137). A random detail attributed to British trade with Catania [east coast of Sicily] confirmed that:

From winter to spring there are plenty of English vessels here to take cargoes of green fruit to the United States. These vessels very seldom find return cargoes, and are therefore compelled to return in ballast, save when they go to load at New Orleans or Savannah, which happens very seldom. (U.S. Treasury Department, 1895, p. 139)

The major commerce associated with the ports of Biloxi and Pascagoula for 1896 centered on shipments of lumber and timber. In 1895 and 1896, the number of outbound vessels recorded at Pascagoula Harbor was 263 and 216, respectively. The number of foreign watercraft versus domestic vessels clearing the Mississippi port for 1895 was 119/144. Using the same formula for 1896, the comparison was 175/141. Aggregate tonnage for the two years was 133,745 and 158,118, respectively (U.S. Army Corps of Engineers, 1897, p. 1722). The type and volume of articles *not* documented by Pascagoula customhouse officials are shown in Table 17.

Table 17. Coastwise shipping

Port of Pascagoula		
Article	Tons	Value
Lumber & timber	10,894	\$66,635
Creosoted timber	1,190	\$23,801
Creosoted piles	2,570	\$43,767
Rosin	3,000	\$45,000
Turpentine	600	\$45,000
Charcoal	4,438	\$35,500
Wool	13	\$3,000
Packing cases	180	\$640
Fruit & vegetable boxes	4	\$240

Coastwise shipments recorded in 1896 not included in U.S. custom-house statement (U.S. Army Corps of Engineers, 1897, p. 1722).

According to a February 1896 issue of the *Baltimore Sun*, contemporary shipping included details associated with the ports of Sabine and Galveston. The “Bark Anita Berwind and schooner A. Denike for Tampico, sailed from Sabine Pass” on 7 February; while the schooner the *Josephine* arrived at the latter location from Galveston on 6 February (*Baltimore Sun*, 1896, p. 7).

In late October 1896, to support his bid for improvements at Ship Island Harbor [and to respond to a USACE inquiry], a Mississippi state senator touched on this brisk trade impacted by conditions at nearby Chandeleur Island. W. H. Hardy remarked that his state exported annually “1,000,000 bales of cotton and 250,000,000 feet of lumber and timber, to say nothing of naval stores, rosin, turpentine, etc., and cotton seed meal, oil, and cake amounting to many millions of dollars” (Hardy quoted in: (U.S. Army Corps of Engineers, 1897, p. 1714)). The former railroad company owner reminded U.S. Army officials that the roadstead formed by Chandeleur Island furnished a historically safe anchorage for vessels as the latter prevented ground swells or undertow to impact commercial shipping (Hardy quoted in: (U.S. Army Corps of Engineers, 1897, p. 1722)).

For the general period, records associated with Sabine Pass suggested that 99 vessels had made some 403 trips entering or exiting the Gulf. The confirmed “net registered tonnage” for these documented trips totaled 104,333, and the majority of cargo was carried aboard a fairly even number of steamers, schooners, and barges. Lumber was the principal outbound commodity with the most tonnage and monetary value followed by much smaller tonnage/value items such as cotton, staves, wood, and merchandise (U.S. Army Corps of Engineers, 1897, pp. 1772, 1774–1775). The same source reported that the “steamship Westmeath, 4,486 tons, was the largest vessel to load at Sabine Pass [1896/1897]. This steamship draws 16.4 feet light, has a maximum draft of 26.8 feet, and was loaded to 23.6 feet” (U.S. Army Corps of Engineers, 1897, p. 1772).

8.99 Illumination of Third Chandeaur Light, October 1896

On Friday, 2 October 1896, the London Gazette advised mariners and all general readers that the “permanent” light atop the “new lighthouse recently erected on the north end of Chandeaur Island” would be exhibited on 31 October (Figure 65; Figure 66). The paper further commented that

Chandeaur Island Light is a third order, fixed white light, elevated 99 feet above high water, and visible in clear weather from a distance of 16 miles. The lighthouse is a square, pyramidal, iron, framework structure, painted brown, lantern black, situated S. 64° E., distant 570 yards, from the ruin of the old lighthouse. Two white dwellings on piles stand near the lighthouse. (London Gazette, 1896, p. 6136)

A U.S. lighthouse report published in 1903 alluded to the ruins commenting that “the old brick light tower was broken up and placed as filling under and around the foundations of the dwelling, and on top of this filling was placed about 50 tons of earth and 20 tons of sand” (Light-House Board, 1903, p. 77).



Figure 65. Chandeaur light station; image taken 4 September 1896.

(Courtesy of NARA.)

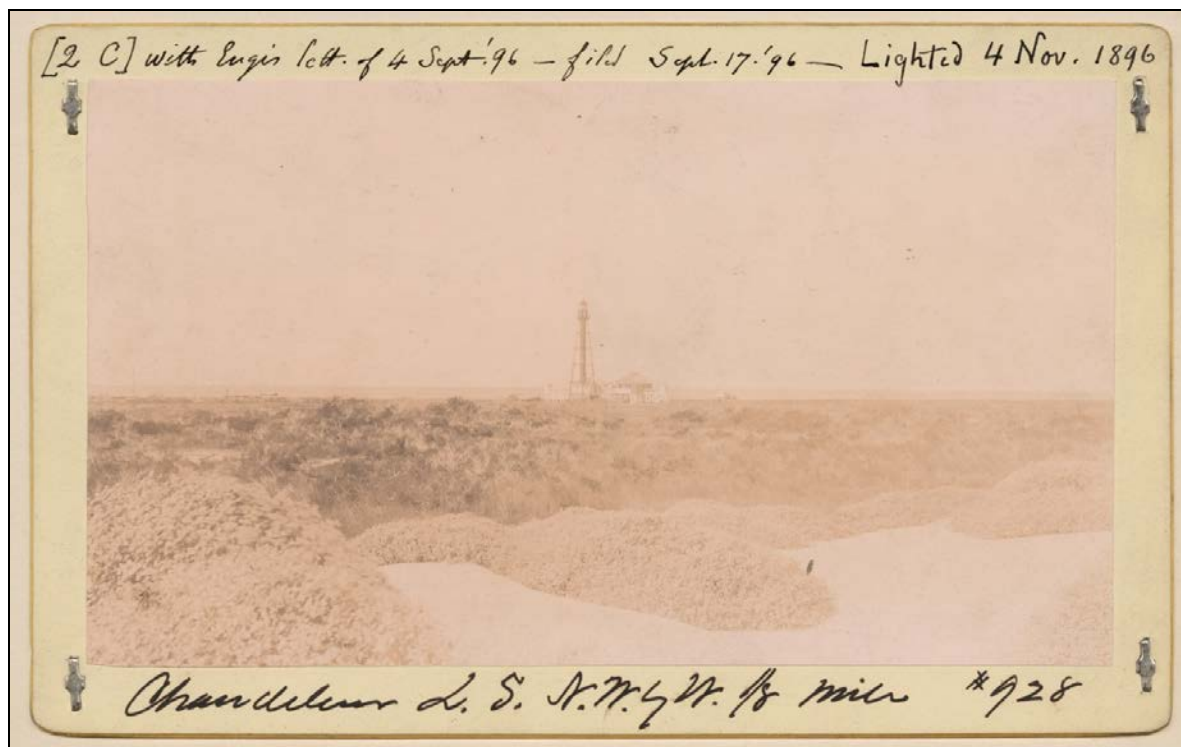


Figure 66. Alternate view of Chandeleur light station taken 4 September 1896.

(Courtesy of NARA.)

8.100 Spontaneous Creation of Modern St. Bernard Bay Outlet

Prompted by an investigation to determine if Baptist Collet Canal was manmade, Louisiana engineers commenced a study during 1896 to determine which of the state's streams were "natural" or "artificial" (Inter Ocean, 1896, p. 11). The geneses of these waterways would "guide" pending and future Federal river and harbor legislation and of course, its funding. An unknown source suggested that this was an age-old discussion and remarked:

There is a great deal of confusion on this subject, and nearly all the maps of Louisiana are erroneous because of the frequent appearance of new streams and the disappearance of old ones. It is well known that Bayou Plaquemine is artificial, although the government has treated it as a natural waterway, and even the Atchafalaya, the largest river in Louisiana after the Mississippi, is more artificial than natural, having appeared on the original map as an insignificant creek A still more important stream that is purely artificial and due to an accident is known as Morrison's cut-off, in St. Mary Parish. It was once solid land, but some forty years ago [ca. 1856] a man named Morrison, finding that he had to go a long way around to reach St. Bernard Bay, jumped ashore, and, with a paddle, made a ditch through which he was able to float his boat. When he returned two weeks after by the same route he found that the water of Bayou Sale and St. Bernard Bay had taken the new channel, and that the ditch was 200 feet wide. It is four miles wide today [1896], and the land he cut off has been gradually washed away until it now consists only of a string of small islands. Morrison's cut-off is now the route for numerous vessels running along the coast of South Louisiana. It was made in the course of a few hours with an ordinary pirogue paddle and by one man, but would probably have cost the United States thousands of

dollars if it had been undertaken as an engineering enterprise, and if the gulf water had not done the work. (Inter Ocean, 1896, p. 11)

8.101 Federal Attention to St. Bernard Parish Oyster Grounds

The U.S. Commission of Fish and Fisheries authorized studies of the Louisiana oyster industry during August and September of 1897, and a more extensive examination during February 1898. A published report of the expeditions supervised by commission personnel Dr. H. F. Moore offered valuable insight into the contemporary maritime environment of “the St. Bernard region.” At the onset of the first survey, Moore (1899, p. 49) would later relate that “the shallowness of the water” precluded the use of the commission’s 484-ton, 157-foot *Fish Hawk* (Figure 67; Figure 68; Figure 69; Figure 70), “and she was therefore anchored as close as possible to the oyster-beds and [was] used as a base of operation for the launches.” Moore (1899, p. 49) surmised that if a complete survey of St. Bernard was contemplated at a later date, “it could be much facilitated by employing several light-draft vessels, which could be worked into the marshes and used as quarters for the field parties on the launches.” Another major obstacle encountered was that

Many of the stations established by the Coast Survey [had] been obliterated or washed away by the storms [esp. hurricanes of 1893, 1897], and it would have required more time than was available for the entire work to erect and cut in signals necessary to a proper survey. (Moore H. F., 1899, p. 49)

Moore’s report (1899, pp. 49-51) also mentioned that local vessels were contracted by the Federal commission to support *Fish Hawk*’s crew; including a yacht owned by F. F. Hansell, several unidentified launches, “boats,” and luggers. Hansell’s steam launch may have been *Hattie*, which was frequently seen cruising in Southern Yacht Club events (Scheib, 2000, p. 55). At this date, the New-Orleans native Hansell was the Southern Yacht Club “fleet captain,” and was a “member of the large [New Orleans] firm of book publishers, F. F. Hansell & Bros.” (Scheib, 2000, pp. 51, 55–56).

In his description of some remote [but very prolific] St. Bernard oyster beds, Moore (1899, p. 51) touched on custom of local oystermen as such

In this connection incidental mention may be of the gregariousness and the general lack of enterprise of the oystermen of this district, who, in the latter part of the season, often spend upward of two weeks in loading their boats in Three-mile Bay, rather than leave their fellows and familiar ground to sail 20 or 30 feet to the southward, where they claim they could secure their fares in three or four days.

The 1897–1898 oyster studies of the subject parish thoroughly commented on the condition of the local marshes, water quality, bottom conditions, water density, shoaling sites, water depth, salinity, temperature and predatory species. Moore (1899, p. 55) suggested that “Three-mile Bay” was “the most important oyster region in St. Bernard Parish,” due to the fact of “its accessibility from New Orleans and the cities on Mississippi Sound.” Therefore convenience, and not abundance, prompted,

Nearly all of the boats [to] enter the marsh at Three mile Bayou, whatever may be their ultimate destination, and it is to this place also that oyster freighters resort to secure their fares from the luggers and other craft engaged in the active work of oystering. (Moore H. F., 1899, p. 55)

Another characteristic of some St. Bernard oystermen plus a nod to late nineteenth-century dredging, according to Moore (1899, p. 56) was that,

Not all of the boats cull their catch as carefully as they should. Those which carry their oysters to New Orleans and other markets for sale as ‘shell stock,’ from motives of self-interest exercise due care, for imperfectly cleaned and separated oysters bring a lower price

than those which are well culled and free from extraneous growths of barnacles, mussels, and young oysters. The chief difficulty is with those boats which catch oysters for the canneries, located principally without the State [sic], where the presence of small oysters is not objectionable. It is reported that dredges have worked in Three-mile Bay, but the conditions are such that it is probable that this practice was never extensive.

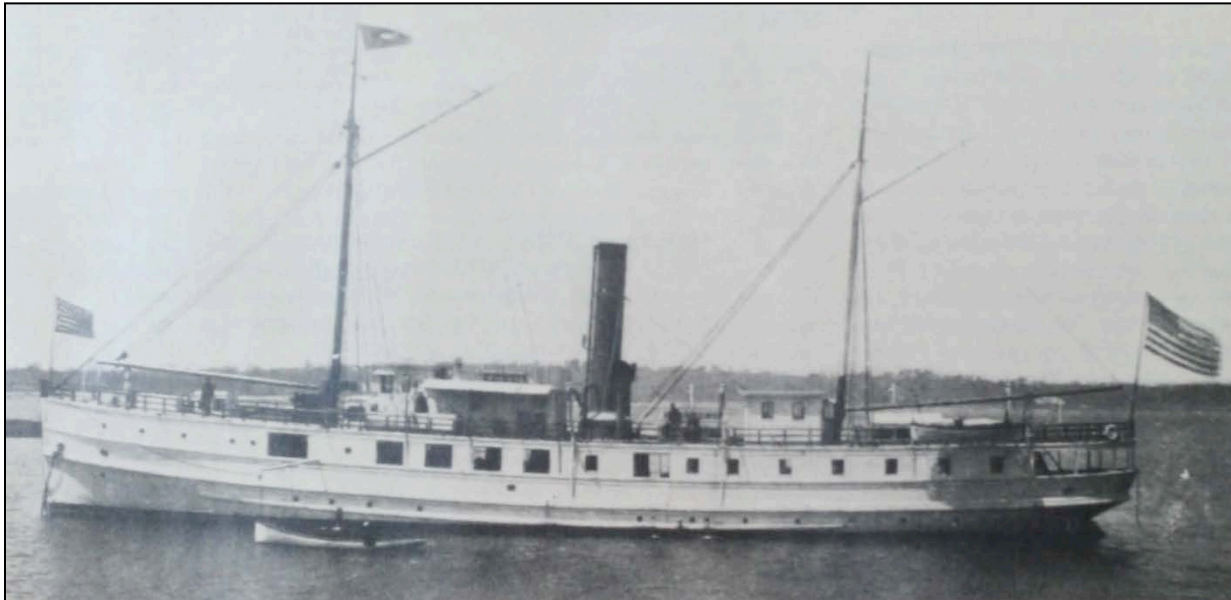


Figure 67. *Fish Hawk* equipment.

Coal burning twin-screw steamer *Fish Hawk* used off St. Bernard Parish.

(Courtesy of NOAA.)

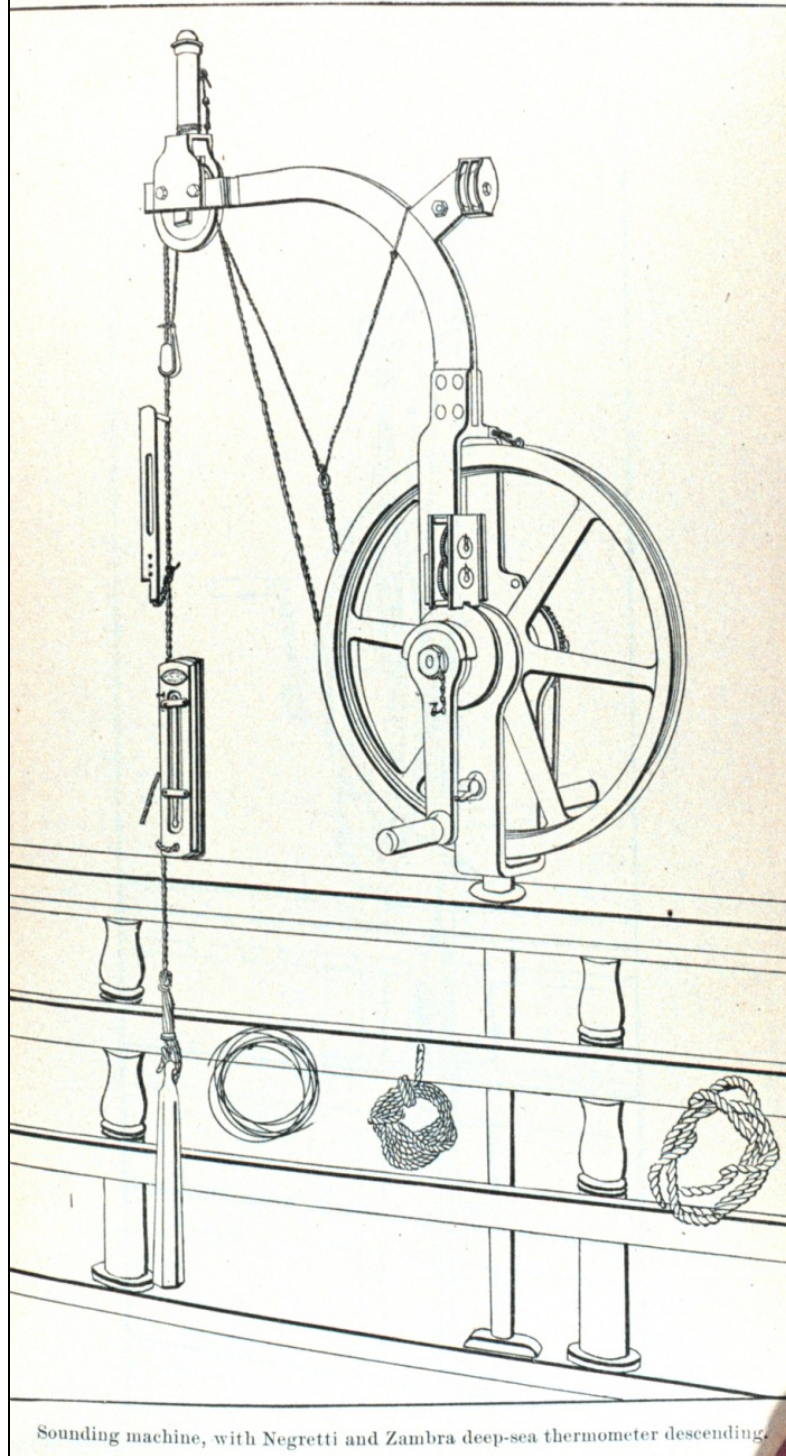


Figure 68. Drawing of sounding machine and deep-sea thermometer mounted aboard *Fish Hawk*.
(Courtesy of NOAA.)

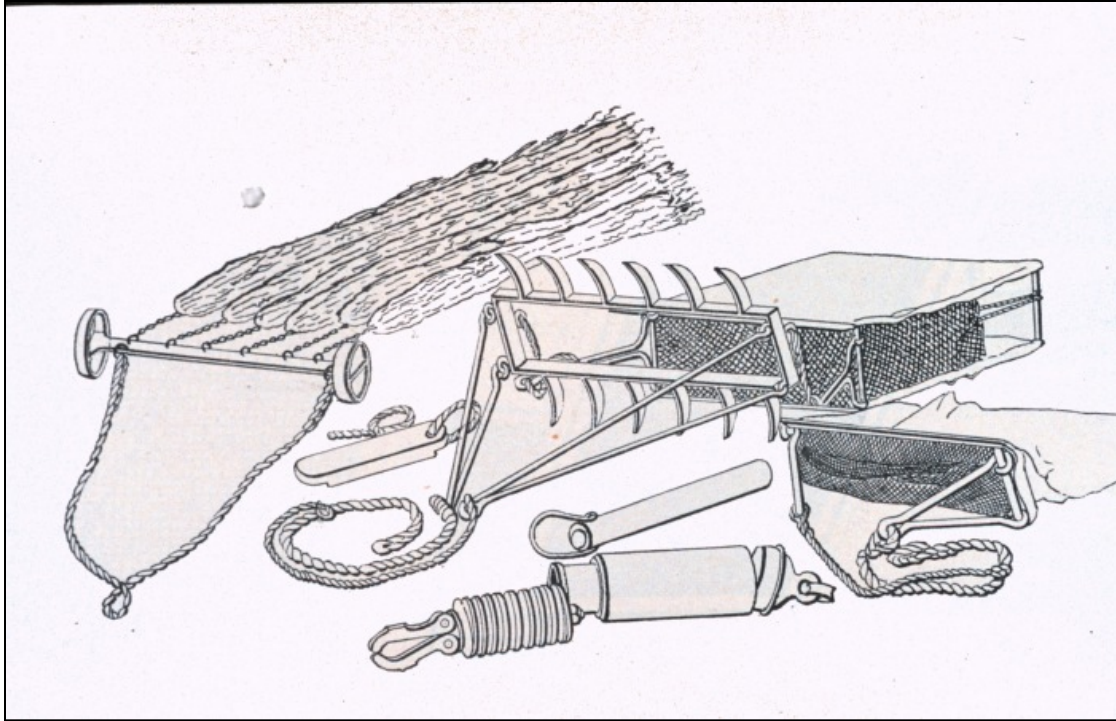


Figure 69. Scientific equipment used by *Fish Hawk* scientists.
(Courtesy of NOAA.)

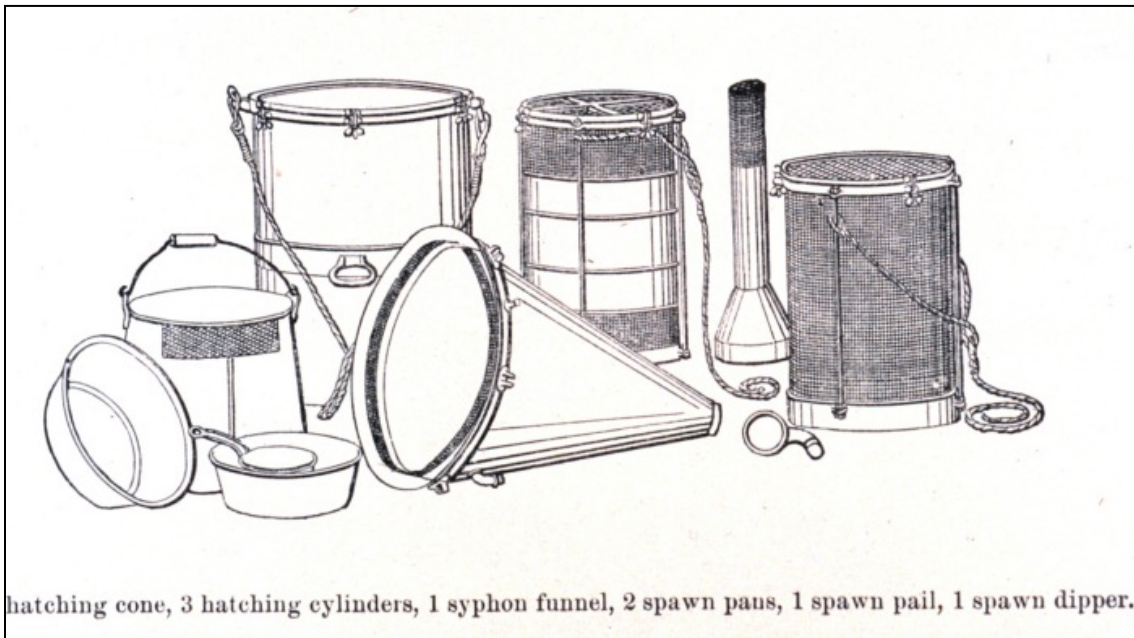


Figure 70. Additional equipment used by *Fish Hawk* scientists.
(Courtesy of NOAA.)

On 13 September 1897, the Southern Pacific railroad agent assigned to Sabine Pass provided an eyewitness account of regional storm damage and marine casualties. The railway man walked from Sabine Pass to Port Arthur and remarked that “the track for eight miles” was washed away and that “two tugs” were sunk (Los Angeles Herald, 1897). Contemporary records (Appendix L) associated with the Sabine Quarantine Station provided excellent shipping advice for the period.

8.102 The Spanish American War Period (April 1898–December 1898)

On 20 June 1898, “General Orders, No. 492, Sec. 28” was issued by the U.S. Navy to provide guidelines to American military vessels specifically, “blockading vessels and cruisers,” encountering enemy watercraft. The original provision, added to the U.S. Naval War Code in June 1900 but revoked 4 February 1904, read as such,

‘If there are controlling reasons why vessels may not be sent in for adjudication, as unseaworthiness, the existence of infectious disease, or the lack of a prize crew, they may be appraised and sold; and if this cannot be done they may be destroyed. The imminent danger of recapture would justify destruction, if there was no doubt that the vessel was a good prize’. (U.S. Diplomatic Correspondence, 1898, p. 775 quoted in: Smith F. E., 1917, p. 41)

By 29 July 1898, a Third Texas Regiment group was assigned to a Louisiana-Mississippi border railroad station, where Lake Pontchartrain empties into Mississippi Sound. The object of the military post was to guard the coast against Spanish invasion (Chicago Tribune, 1898, p. 34). At this date, “the little fishing village” included “only three or four houses” (Chicago Tribune, 1898, p. 34). In less than 10 days, the “Texas Volunteers” abandoned the remote post due to an onslaught of hordes of rare “blind” mosquitoes that were blowing in “due to a steady and violent wind from the St. Bernard marshes and Chandeleur swamps” (Chicago Tribune, 1898, p. 34).

According to the 1898 annual report submitted by Secretary of the Navy John D. Long to the U.S. Congress, USN Lieutenant J. W. Bostick served as “assistant to the chief” at the New Orleans headquarters of the Eighth District (U.S. Navy Department, 1898, p. 116). US Navy vessels assigned to the district comprising “Perdido Entrance, Florida, to the most westerly point of Texas” included the monitor *Passaic* and tugs *Choctaw* and *Powhatan* (U.S. Navy Department, 1898, p. 116). US Navy vessels *Marblehead* and *Tacoma* visited the Port of New Orleans for two weeks during February 1898 and seven days in August 1898, respectively. The *Potomac* was assigned there from 14 June 1898 until its departure on 13 July 1898 (U.S. Navy Department, 1898, pp. 343, 350, 353).

Although the incorporated U.S. Navy surgeon-general’s report focused on the operations of the Bureau of Medicine and Surgery “during the war with Spain,” his account touched on the government’s acquisition of a familiar vessel long associated with the Port of New Orleans and the northern Gulf (U.S. Navy Department, 1898, p. 769). The interesting conversion of the privately owned *Creole* is explained in this excerpt.

The question of proper care and transportation of sick or wounded at sea had long been a subject of consideration by the Bureau. The coming of war gave it an opportunity to demonstrate the wisdom of its propositions and the efficiency of its methods. By direction of the President [William McKinley], and by authority of the Secretary of the Navy, the steamer *Creole* of the Cromwell Line, between New York and New Orleans, was purchased, and designated as an ambulance ship The merchant ship *Creole* became the ambulance ship *Solace* in sixteen days, fitted with a large and well-lighted operating room, in which were all the appliances for modern antiseptic surgery, a steam disinfecting apparatus, an ice machine, a steam laundry plant, cold storage rooms, and an elevator for taking patient from the operating room and upper deck to the wards below. The *Solace* is fitted out under the requirements of the Geneva Convention, and flies the Geneva cross

flag. She is the pioneer in her work, and indicates a step in advance that it will become the United States to take. (U.S. Navy Department, 1898, p. 770)

The 1898 naval narrative also referenced a relevant U.S. Bureau of Yards and Docks synopsis that follows in an abbreviated form.

The Gulf coast has not had for many years upon its shores, or waters tributary to it, a naval dry dock of any kind. The subject of the location and construction of one upon these waters has often been brought to the attention of Congress, and several boards have been appointed to make a study of the subject for the purpose of recommending the point best adapted for the location of a dock to meet the needs of the [USN] service in this section Had the war with Spain continued many months more the absence of docking facilities in these waters would have been most seriously felt, and the failure to possess such might, in a more prolonged war, seriously affect its fortunes. (U.S. Navy Department, 1898, p. 215)

On 9 December 1898, the Daily Mail of London reported the status of “Vessels on the Overdue Market” that identified one relevant watercraft. The “SALLY” apparently left Sabine Pass on 9 September 1898 for Bordeaux and had not yet arrived at the French port (Daily Mail, 1898, p. 2).

8.103 Relevant Shipping during the Spanish-American War

Surprisingly, a British consular report touching on trade between Great Britain and Texas during the conflict commented that 1898 “was exceptionally good, imports and exports increasing to a large extent” (Financial Times, 1899, p. 4). Specifically, exports of cotton and grain loaded at Galveston and transported to Britain reached record levels. The Financial Times (1899, p. 4) related that of “466 vessels which entered the port during the year [1898] 372 were British, an increase of 96 on the previous year, the largest number from any other country being 26 from Spain.”

The incidence of “cotton fires” aboard vessels loaded with the highly flammable commodity was addressed along with preventive measures; proper cleaning of the holds and steam suppression. The London economic journal also provided insight on New Orleans and Sabine Pass shipping in this manner.

Of the total increase of 2,442,000 bales in the cotton crop in the United States, Texas is responsible for 1,615,000, Galveston exporting about 340,000 bales more than New Orleans, which comes second in the cotton export trade The Vice-Consul at Sabine Pass reports an increase of 15,000,000 feet in the amount of lumber exported, and that the value of imports, which were nil in 1897, was last year [1898] \$1,500,000. The canal between Port Arthur and Sabine Pass is expected to be opened in another year. The report all over tells of increasing business, in which this country [Great Britain], in one way or another, has a large and increasing interest. (Financial Times, 1899, p. 4)

8.104 Shipwreck of the Yacht *Paul Jones* (ca. 3 January 1899)

As New Year’s Day 1899 came and was celebrated, a luxury yacht which had recently exited the Mississippi disappeared. By 20 January 1899, the lighthouse tender *Pansy*, commanded by A. V. Wadhams, continued to conduct “a thorough search along the shores of Breton and Chandeleurs islands” for *Paul Jones* missing some 17 days (Atlanta Constitution, 1899, p. 1). The tug *Leo* returned to its Mississippi base on the previous day after focusing without success on “Chandeleur island,” and confirmed that the yacht’s passengers did not disembark near the lighthouse (Atlanta Constitution, 1899, p. 1).

Related stories commented that fishermen had retrieved “a quantity of wreckage, such as windows and doors of the cabin of a new boat” in the vicinity of “Bird island and Collett’s canal” (Atlanta Constitution, 1899, p. 1). An excerpt from a story published under the ominous headline “TWO TRUNKS WASHED ASHORE: Clothing of Miss Taggart Found, Indicating Destruction of Yacht,” follows.

Messrs. Taggart and Jones have practically abandoned the hope of ever seeing the party on board the yacht *Paul Jones* alive. The finding of a telephone by a trapper near the mouth of the Mississippi and identification of it from a description as a part of the fittings of the yacht, and the finding of the two trunks washed ashore, containing clothing belonging to Miss Florence Taggart, has convinced them that the yacht met with disaster. It is barely possible that the party has survived and are in the Louisiana marsh, near Bird island, and the engineer's steamer *Maud*, with Taggart and Jones on board, started to the marsh tonight at 8 o'clock. The waters, inlets and sounds all along the coast of Horn, Ship, Petit, Bois and Chandeleur islands were thoroughly explored today and nothing whatever found The opinion of all is that the disaster happened not many hours after the yacht left the mouth of the Mississippi. (Atlanta Constitution, 1899, p. 1)

Speculation regarding the possible causes of *Paul Jones* casualty ranged from the obvious to the bizarre. The more plausible ones included; pilot error, equipment failure, a sudden intense gale, deficient navigational data, hitting a snag or reef, or an explosion due to flammable naphtha stored aboard the yacht. Another explanation that was considered was the association with peculiar weather calling on the Mississippi at that time (Figure 71).



**Figure 71. "Ice Scene on The Mississippi River Opposite New Orleans . . . Winter 1898–99."
(Beer, 1901, p. 140).**

On 15 May 1899, a solemn update entitled “IDENTIFY PAUL JONES VICTIM: Mayor Taggart of Indianapolis Says Body Found on Chandeleur Island Is His Daughter’s was published.

Mayor Thomas T. Taggart and Mrs. Taggart of Indianapolis have identified the body of the young woman found on Chandeleur Island a week ago as that of their daughter. Three months ago Miss Taggart was one of a party, the guests of Colonel Yocum of St. Louis, who came down the river on the naphtha launch Paul Jones, intending to go to Pensacola. The yacht was lost in some mysterious manner, but the recovery of the body of the pilot and pieces of wreckage left no doubt of the fate of those on board. (Chicago Tribune, 1899, p. 2)

8.105 Late 19th-Century Global Shipping Routes

The North German Lloyd Line that first serviced the Port of New Orleans during 1869, by 1899, had expanded to offer 10 international passenger and freight lines. At the later date, the Bremen-based shipping goliath produced an English language map (Figure 72) that showed “major shipping routes and distances between shipping ports” (Barry Lawrence Ruderman Antique Maps). Shipping lanes crisscrossing the Gulf are self-explanatory in relation to relevant northern Gulf ports of call.

8.106 Quarantine Logs (1880–1900)

Gulf quarantine records compiled for a 20-year period by the Louisiana State Board of Health president identified numerous vessels, which reconnoitered near one project area. Dr. Edmund Souchon (1901, pp. 1009-1010) studied the particular watercraft to support his article regarding yellow fever published by the Medical Record in December 1901. These vessels and their details are shown in Table 18.

Table 18. Relevant Gulf shipping

Incident Year	Registry-Name	Rigging	Voyage Detail
1880	<i>Excelsior</i>	Bark	London-Rio-Ship Island-New Orleans
1890	<i>British Curlew</i>	Steamer	Rio-Chandeleur Island
1892	<i>Denia</i>	Steamer	Havana-Ship Island
1892	<i>British Chippewa</i>	Ship	Rio-Chandeleur Island
1898	<i>Tampican</i>	--	Vera Cruz-Mississippi River Quarantine Station [MRQS]
1898	<i>William Cliff</i>	--	Vera Cruz-MRQS
1899	<i>Whitney</i>	Steamer	Havana-MRQS
1899	<i>Sardinia</i>	Steamer	Vera Cruz-Louisiana waters
1899	<i>British Lombard</i>	Steamer	Vera Cruz-Mobile Bay-Ship Island
1900	Norwegian <i>Bodo</i>	Steamer	Bocas del Toro-Mobile-Ship Island
1900	<i>Hugin</i>	Steamer	Vera Cruz-Tampico-MRQS
1900	<i>Electrician</i>	Steamer	Belize-Colon-Vera Cruz-Tampico-MRQS

Vessels identified in Medical Record study (Souchon, 1901, pp. 1009–1010).



Figure 72. North German Lloyd Line “World Map Showing Important Shipping Routes,” produced 1899.
(Courtesy of Barry Lawrence Ruderman Antique Maps.)

9. Overview of 20th-Century Maritime Affairs

9.1 Early 20th-Century Shipping

Upon its arrival at Norfolk, Virginia on 24 January 1900 and outbound from New Orleans, a British steamship “was immediately libeled by counsel for the owners of the steam tug *Stella* of Sabine Pass, Tex.” (Dallas Morning News, 1900, p. 1). A claim for salvage, amounting to \$40,000, was brought about due to the grounding of *Venetia* on Sabine Banks on 13 January. The *Stella*’s crew refloated the vessel, but, *Venetia* grounded again on the 15th at the subject shoals. As in the first instance, the Sabine Pass tug assisted the steamship “when in great danger from heavy seas” (Dallas Morning News, 1900, p. 1).

At the time of the casualties, *Venetia* was owned by Harrison & Company, of Glasgow. When the hapless steamer finally arrived at Norfolk to resupply its bunker coal, it prepared to navigate to Hamburg with a cargo of “cotton, wheat and general merchandise” (Dallas Morning News, 1900, p. 1).

In early May 1900, the Houston Daily Post suggested that “Texas Gets Little” in regard to contemporary congressional appropriations for “Rivers and Harbors” improvements. Of the total U.S. set aside of over \$61,500,000, however, the state received \$50,000 for the establishment of “a light and signal station on Sabine Bank,” and \$36,000 for the completion of the Sabine Pass (Figure 73) harbor (Houston Daily Post, 1900, p. 1).

A Baltimore source alluded to brisk GULF shipping in mid-autumn 1900, which included the clearance of *Isabella Gill* from that port on 17 November. At the time of its departure to Galveston carrying an unspecified cargo from “Gray, Irelan & Co.,” the schooner was sailed by Captain Collision [sic] (Baltimore Sun, 1900, p. 10). Another news item suggested that the “Schr Isabelle Gill” might be chartered after the conclusion of its Texas passage. The “private terms” were not divulged but this remark was published; “lumber from Sabine Pass to Daiquiri, Cuba” (Baltimore Sun, 1900, p. 10). Other relevant shipping carried aboard steamers is described in Table 19.

Table 19. 1900 Gulf shipping

Vessel	Inbound	Outbound	Destination
British <i>Holywell</i>	Newport News	Galveston	Manchester [England]
British <i>Lord Lansdowne</i>	Newport News	Galveston	Barry [England]
Norwegian <i>Telefon</i>	Norfolk	Pensacola	Ghent
British <i>Langham</i>	Norfolk	Galveston	Havre
British <i>Blenheim</i>	Norfolk	Mobile	Rotterdam

Select November 1900 Gulf shipping (Baltimore Sun, 1900, p. 10).

9.2 Gulf Shipping Linked to the American Occupation of Cuba

Disbursements made to “T. D. Berry” during the American occupation of Cuba for early summer 1900 were associated with transportation charges from New Orleans to “Habana” (U.S. Auditor General, 1902, p. 123). Berry was later mentioned in U.S. Army records [Medical Corps] in regard to his assignment as assistant surgeon at Biloxi and to a later posting at New Orleans. The same army records show numerous transfers of medical corps personnel resulting in December waterborne transportation between Gulf port cities and two between Vera Cruz and New Orleans (American Medicine, 1905, p. 1016).

Other relevant reimbursements recorded by the U.S. auditor circa June 1900 showed that “The New Orleans Furniture Manufacturing Company” exported 135 bookcases to Cuba to be used for schools at Sagua la Grande, and 240 bookcases made by the firm were shipped to Matanzas (U.S. Auditor General, 1902, pp. 186–187). Cuban lumber buyer Planiol & Cagiga appeared to be the receiver of some New Orleans-built furniture. Gregonio Cagiga of “Mobile, Alabama” still acted as the agent for that Cuban firm as of 1905–1906; and was one of hundreds of lumber factors at that Gulf port (Baird J. H., 1906, p. 18).



Figure 73. Station Sabine Pass, ca. 1900.

(Courtesy of USCG.)

The omnibus *Riparian Lands of The Mississippi River, Past—Present—Prospective* (Beer, 1901) provided a comprehensive overview of late 19th- to early 20th century maritime activities including trading patterns between the Port of New Orleans and South American ports. U.S. army general [and former U.S. consul of Callo, Peru] Jastremski (1901, p. 144) remarked that

As the United States mail service with the Isthmus is one of the obstacles to enlarged intercourse with South America, no difficulty should be experienced from our government in obtaining mail contracts for the lines referred to, which would enable all of our territory west of the States of the Atlantic seaboard to have direct and speedy *mail communications with South America, through New Orleans.*

Statistics grounded in European shipping records verified that historical trading routes still flourished during the early 20th century. For the year ending 30 June 1901, the U.S. Bureau of Navigation (1901, p. 69) reported that 6,215 seamen had shipped and/or reshipped from the Port of New Orleans. The nationalities of those seamen were identified as; 2,773 Americans, 842 Norwegians-Swedes-Danes, 948 British, 338 Germans, 792 Italians, 17 French, and 505 “Other” (U.S. Bureau Of Navigation, 1901, p. 69). Analogous statistics for the three other reporting Gulf ports are related in Table 20 for the same period [no advice for Texas].

Table 20. Nationality of seaman

Port	American	Norwegian, Danish, or Swedish	British	German	Italian	French	Other
Pensacola	73	9	18	1	4	--	138
Pascagoula	208	201	30	79	12	14	107
Mobile	287	190	95	45	20	2	177

Nationality of seamen shipped and reshipped in neighboring Gulf ports.

The location of the ship *America* was curiously documented due to a natural phenomenon during summer 1901. U.S. marine hospital surgeons stationed near Ship Island were advised that this vessel was invaded by swarms of mosquitos about 10 miles from the Chandeleur Island (Shrady, 1902, p. 9). Government vessels utilized by the marine hospital service at that date to assist incoming watercraft such as the *America* were identified as the 40x7.9x4.3 *Groenevelt* [boarding steamer-marine hospital] and the 122x16x6.5 *William Welch* [fumigating steamer]. Both vessels were built during 1899 under contract for the service (U.S. Bureau Of Navigation, 1903, p. 441).

9.3 Survey to Examine Gulf Coast Ports (1901)

In late November 1901, “Nautical Expert John Ross” traveled from the nation’s capital to Pensacola from where he commenced an “examination of the principal ports on the Gulf coast” (U.S. Coast and Geodetic Survey, 1902, p. 103). The first phase of the operation to revise *Coast Pilot* data on behalf of the U.S. Coast and Geodetic Survey (USC&GS) focused on the states of Florida, Alabama, Mississippi, and Louisiana. With that goal in mind, Ross boarded a steam tug provided by Warrington pilots and conducted soundings off Florida and then proceeded to Mobile, Pascagoula, finally reaching New Orleans on 2 December 1901. Ross “remained in New Orleans until December 7, collecting information, and during this period visited Gulfport, West End, and Algiers” (U.S. Coast and Geodetic Survey, 1902, p. 103).

At the later date, Ross initiated the second leg of his operations to assess the Port of Galveston. Travel to the Texas port allowed Ross to visit “Morgan City, Sabine, Rockport, and Aransas Pass en route” (U.S. Coast and Geodetic Survey, 1902, p. 131). At Sabine Pass, Ross also reconnoitered the Port Arthur Ship Canal, later reaching Galveston on 14 December 1901. The steamer *Pherabe* of Galveston was utilized to make soundings and other hydrographic work at that named location (U.S. Coast and Geodetic Survey, 1902, p. 131).

9.4 October 1902 Storm Systems

Two severe October 1902 storms caused damage to regional shipping. According to Federal forecaster Garriott (1902, p. 473) the first system developed on the 6th in the Gulf of Campeachy [sic] and moved east of the Delta by 10 October. Particulars about the storm’s track were reported by “voluntary observer” A. E. Kennelly as his crew laid cable from Campeachy toward Frontera de Tabasco aboard the steamer *Ydun*. The strengthening storm caused the “huge” 2000-ton vessel to drift due north for some 12 hours prompting the Harvard professor [and electrical engineer] to later comment on this strange phenomenon.

In the center of the hurricane where we had remained for two hours hundreds of birds of all kinds settled on the ship. They seemed all to be land birds, and varied in size from little reed [sic] birds to a large stork. When daylight broke we could see that the sea was strewn with the bodies of birds that had apparently been caught in the gale ashore and had been carried out to sea. (Kennelly quoted by Garriott (1902, pp. 473–474)

Though beyond the scope of the current project, this state-of-the-art cable-laying project aboard the unique 240-foot “steel box” provided interesting details about early 20th-century scientific surveys in the Gulf. Cutting-edge technology and equipment carried aboard vessels like *Ydun* could prove valuable in assessing contemporary shipwrecks and period submarine cables. Outfitted with a new Morse signaling array, *Ydun* departed Brooklyn on 3 September 1902 and reached Vera Cruz by 13 September. Kennelly’s supervision of the 472-nautical mile submarine project undertaken for the Mexican government utilizing vulcanized rubber cable was memorialized by American Electrician (1903, pp. 66–68).

Monthly Weather Review (Garriott, 1902, p. 474) related that storm warnings published for Louisiana and Mississippi coastlines on 10 and 22 October were both “fully justified” as “Two vessels were lost in the storm of the 22d. The steamer *Palor City* sunk in the [Mississippi] river as a result of the steamer *Natchez* being blown against her. A three-masted schooner, the [sic] *La Plata*, went aground on the Chandeleur Islands, Miss.” An alternate source reported that “The British schooner *La Piata* was wrecked Wednesday on the Chandeleurs and is a total loss. The crew was saved” (New Iberia Enterprise and Independent Observer, 1902, p. 3).

9.5 Shipwreck of the Bark *Avenger* (19 January 1904)

On 19 January 1904, the Norwegian “Jernfullrigger *Avenger*” grounded on “Chandaleur Island,” as its captain attempted to approach Gulfport (SJØHISTORIE, n.d.). At the time of the casualty, Captain Georg Gregersen commanded the 1396-ton bark. *Avenger* was acquired in May 1903 by Henrik Hansen of Lillesand, Norway; and was registered on 6 May at Lillesand. Dimensions recorded by Norwegian customs for the district of Lillesand were 239.3x36.9x21.8. Net tonnage for the vessel was recorded as 1.276.

9.6 Shipwreck of the Sloop *Hero* (September 1904)

In the conduct of his professional duties for the Smithsonian Institute, Frank Lighton was “castaway” in late September 1904 on Chandeleur Island. After his small vessel capsized, and although he “nearly succumbed” in his attempts to cross the bar and reach calmer waters, Lighton battled “the elements” and was rescued a few days later by a Biloxi waterman (*Atlantic Constitution*, 1904, p. 1); (*Washington Post*, 1904, p. 1). A relevant front-page news account remarked that:

Captain Lighton was out in his sloop *Hero* looking for specimens and was some miles in the open gulf, when he encountered a terrific gale, in which his sloop was overturned and he was thrown into the sea to battle for his life against a gulf storm. He succeeded in reaching a skiff which he was towing and first tried to reach a schooner about a mile out to sea, but the weather getting so thick and the waves running so high and night coming on, lost sight of the schooner and he then made for Chandeleur island. (*Washington Post*, 1904, p. 1)

A Mississippi paper opined on the difficulties facing navigators trying to distinguish the lights at Chandeleur and Sand Island approaches. The spring 1905 editorial suggested that recent shipwrecks along the Chandeleur islands were directly related to this issue.

The grounding of two vessels on the west end of Chandeleur Island, within the past two months, one of which proved a total loss and the other almost about to be given up, has excited more or less comment among people connected with shipping. The reason assigned for the many disasters; which have occurred at Chandeleur Island is the close similarity of the light there with that of Sand Island, about fifty miles to the east. Mariners, it is stated, are unable to distinguish the difference, and it is only by relying entirely upon their instrument that they can guide themselves safely. When these get out of order the chances are very much against the vessel. The islands are shaped alike and the lights occupy about the same position, rendering their distinction difficult to a man not thoroughly familiar with the circumstances. The only difference—and the only in which the danger lies—is that the west end of Sand Island is deep while that at Chandeleur is shallow, so shallow that when a vessel ground, that is generally the end of it. (*Daily Herald*, 1905, p. 4)

9.7 The 1905 Yellow Fever Situation

A scathing commentary leveled at the Port of New Orleans with respect to its sanitation protocols [or lack thereof] was published by a leading medical journal during 1905. In its August edition, the editors of *American Medicine* suggested that

In the present epidemic at New Orleans, yellow fever is making its last serious demonstration on American soil. Stricken with pestilence, and harassed on all sides by the ignorant and brutish fright of her neighbors, the misfortune of New Orleans is indeed deplorable. Yet it is not unkind to say that, if nothing less than a great object lesson will suffice to quell the stupid panic and to prove the sufficiency of modern knowledge concerning yellow fever, New Orleans is the best place for that demonstration Most of the weaknesses of American sanitary organization are exemplified in New Orleans. (*American Medicine*, 1905, p. 211)

The same issue reported that “adherents of ancient superstition” were “still numerous and demonstrative,” which resulted in the “most stringent sort” of quarantine regulations in the Crescent City (American Medicine, 1905, p. 211). In an extreme case, the president of the National Quarantine Board was “arrested at Gulfport, Miss., for going into the place from New Orleans. He was placed on board the revenue cutter Winona and taken to the Ship Island Quarantine Station” (American Medicine, 1905, p. 257).

9.8 Erection of Sabine Bank Light Station (1904)

A sum of \$40,000 for the Sabine Bank light station was first appropriated on 6 June 1900, and at later intervals some \$62,000 was also earmarked for the site located “in one of the most exposed situations in the Gulf of Mexico” (Brown T. P., 1910, p. 1). According to Light-House Establishment superintendent T. P. Brown, the site was officially described by the 1910 “List of Lights and Fog Signals” in this position.

In 18 feet of water, on Sabine Bank, Gulf of Mexico, La., about 16 miles SSE. 5/8 E. from Sabine Pass light-house, in latitude 29° 28' (15"); longitude 93° 44' (7") . . . Borings were made at the site to a depth beyond that to which the foundation would extend showed clear sand with a very slight admixture of foreign matter. (1910, p. 1)

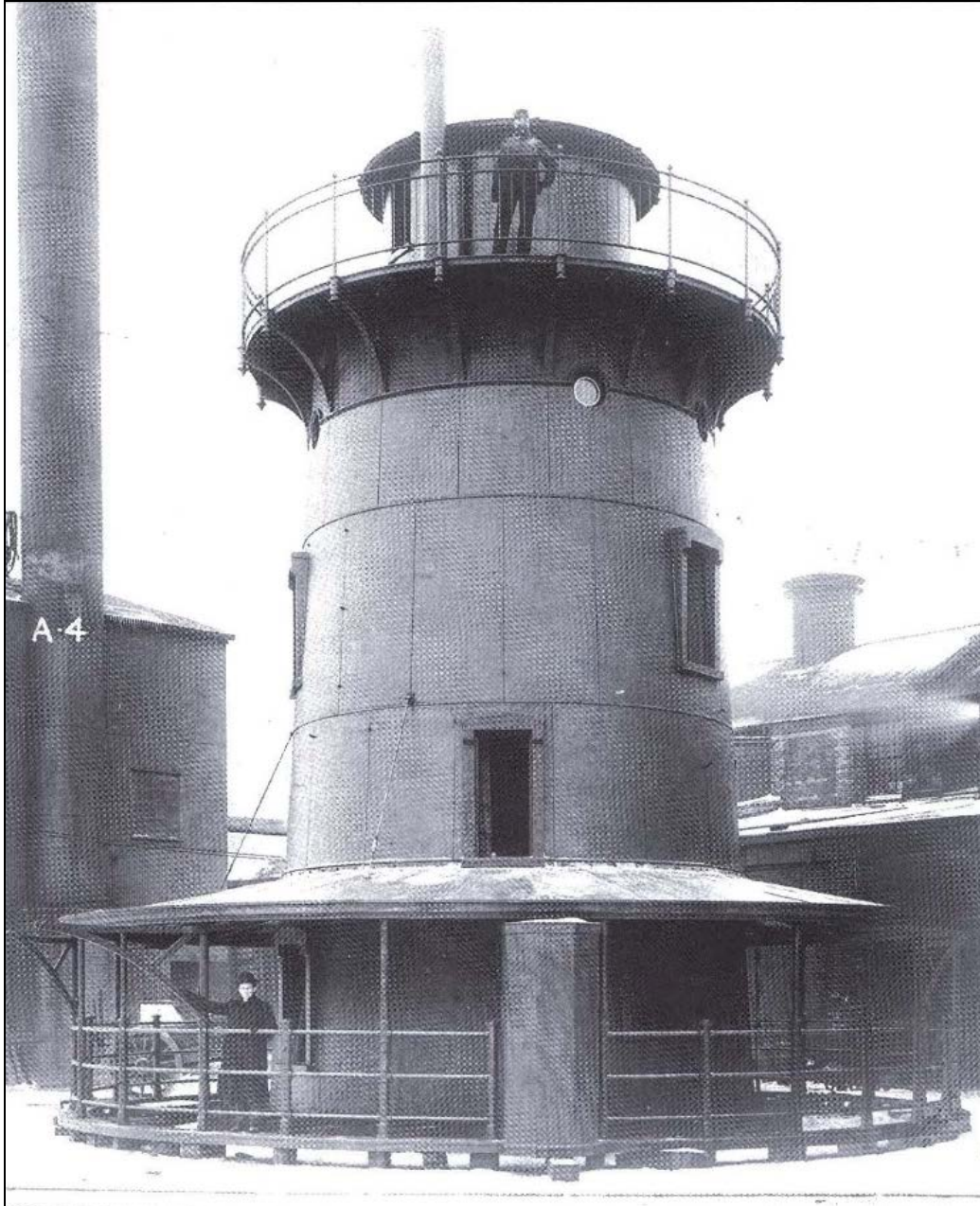
Bids were solicited on two types of construction; a cylindrical iron tower (Figure 74) on caisson foundation and skeletal steel design on screw piles. Ultimately, Federal officials selected the caisson scheme. The subsequent solicitation asked for separate bids for each design in regard to metal work and for the actual erection of the light. Negotiations fell through after Norfolk, Virginia lowest bidder W. R. Taylor [\$71,095] failed to respond to the 3 March 1903 U.S. Treasury contract for the cylindrical tower design. A second Federal advertisement commencing in early May 1903 requesting bids received no response, so “it became necessary to do the work by hired labor;” therefore the lighthouse board was tasked to oversee the project on 11 July 1903 (Brown T. P., 1910, p. 2).

To determine the best weather window to sink the caisson to avoid the fall hurricane season and intense gales commonly occurring in the winter months [and March]; the Galveston Weather Bureau station supplied wind movement records for a historical 10-year period (Brown T. P., 1910, pp. 2, 4). Based on that information, the light-house board chose to build a temporary platform between 18 April 1904 to 10 June 1904 at the site “to moor the caisson to, and to receive the plant and material” (Brown T. P., 1910, p. 4); (Figure 75) Construction of the caisson took place at Sabine Pass and Brown (1910, p. 4); Appendix M) explained the process in this manner,

It was commenced on February 10 [1904], and completed to top of third course of plates and launched on April 19, 1904. Two more courses of plates were then put on and 130 cubic yards of concrete laid over the working chamber, so as to cause the caisson to draw 16 feet, the maximum depth of water the channel would safely allow. It was ready for towing to the site on June 14, 1904. The place of the air lock was on top of the air shaft, where it was finally secured after the caisson had been sunk to the bottom at the site. A water-tight false bottom of wood was built under the caisson, with edges projecting all around, to give it more flotation at the time of launching. After the caisson was afloat the false bottom was loaded with sand and then knocked off by tapping its edge with a stick of timber in the pile driver. Inside the caisson a wooden cofferdam was constructed, arranged so as to leave a space between it and the walls of the caisson. The object of this was to permit water to be admitted into the inside of the cofferdam to sink the caisson, and yet leave the outer ring dry for placing concrete to weight the caisson down permanently on the bottom.

In the interim, the caisson broke away from its mooring in the early evening and “drifted down the channel as far as the [Sabine] Quarantine Station, where it grounded” (Brown T. P., 1910, p. 6). On that date, 11 June 1904, the “chartered tug *Dorothy* and the light-house tender *Arbutus*” swiftly navigated to the accident scene and together towed the caisson back to the Sabine River Southern Pacific [railroad] wharf near midnight (Brown T. P., 1910, p. 6). Inclement weather delayed the relocation to Sabine Bank until late evening 22 June when the towing process commenced. Arrival at the lighthouse site in the early morning assured a full day of sunlight to position the caisson safely and securely. Supervising the nocturnal journey and subsequent sinking, Superintendent Brown (1910, p. 8) commented that

The tender *Arbutus* made fast with two hawsers to the caisson with the tug *Della* in front of her. The speed was necessarily so slow that the *Arbutus* would not steer, rendering the aid of the tug necessary. The caisson touched bottom once in the channel, due to the inattention of the tug captain. The tow arrived at 8 o’clock in the morning of the 23d. During the night a breeze sprung up, making some sea, which caused the caisson to roll and pitch considerably. This sea was still running when we arrived at the site, but I decided, in spite of it, to put the caisson in place and sink it to the bottom with the water ballast (Figure 76). Straps had been put around the caisson, and four tackle arranged under the wharf so that it could be hauled into place and secured to four independent anchor clusters, so as not to touch the wharf or roll against it. The tackles used were each made up of 4-inch rope and two double 16-inch blocks. This was accomplished at 11:15 a.m. without accident, in spite of the sea. The valves were immediately opened so as to let the water enter and fill the interior of the cofferdam. In an hour and a half the caisson had sunk to the bottom, and on account of its motion in the sea had worked itself down into the sand until the roof of the working chamber was resting on the bottom. There it stopped almost perfectly level. During this interval, at times, its motions were very violent As soon as possible about 200 tons of rock, which had been made ready in advance on a lighter, were placed around the caisson.



**Figure 74. Sabine Bank lighthouse tower during assembly at Detroit foundry.
(Courtesy of NARA.)**

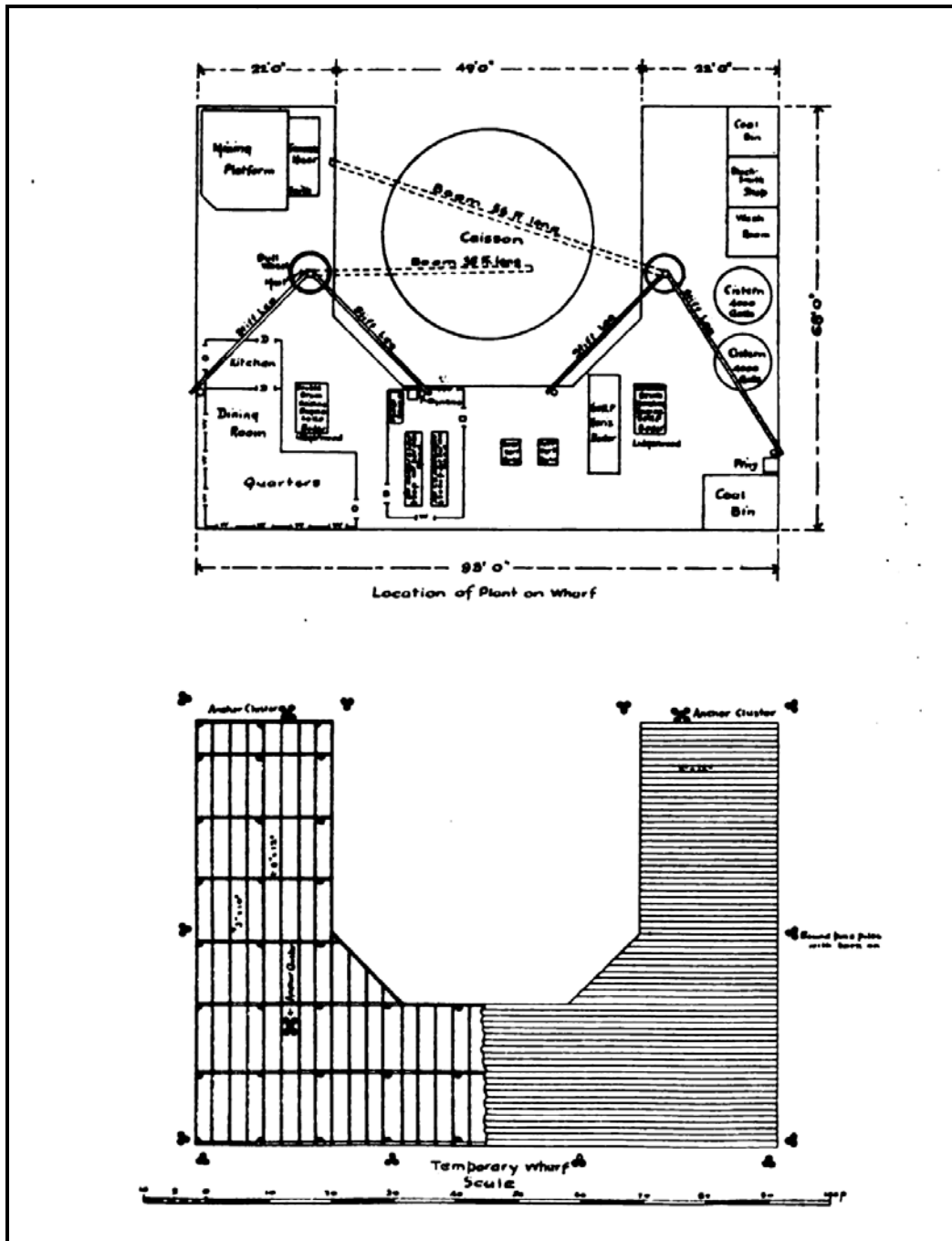


Figure 75. Sketch of temporary working platform built at Sabine Bank 1904.
 (Brown T. P., 1910, p. 5).

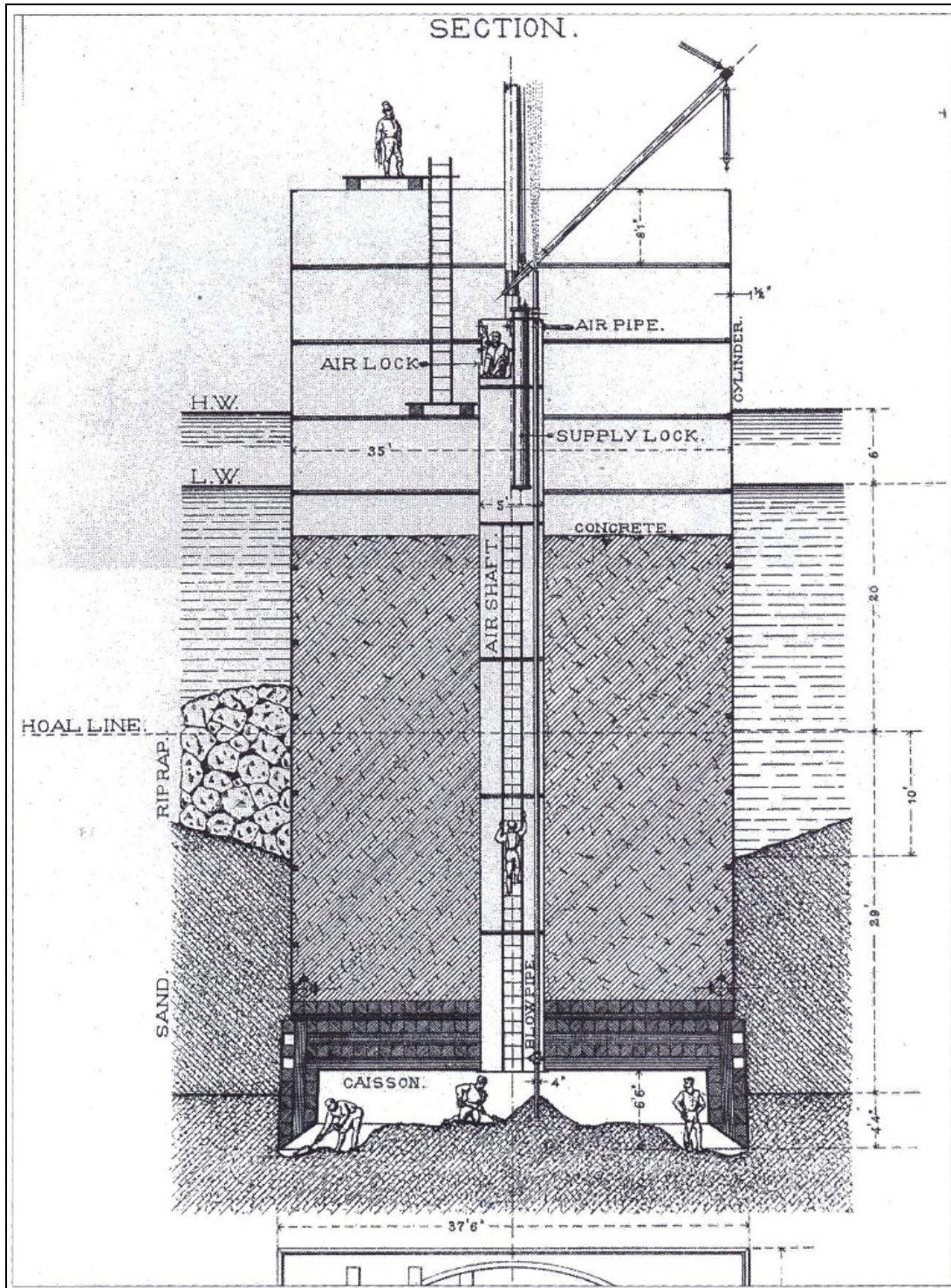


Figure 76. Caisson design, used in the Sabine Bank installation. The design allowed more secure foundation than traditional screw pile. (Courtesy of USCG.)

The description of the tower by Superintendent Brown (1910, p. 2) follows.

The structure is a circular cast iron tower filled with concrete up to 15.5 feet above the water level, except for the space left for cisterns. In the superstructure, which is lined with brick, there are living rooms for the keepers, surmounted by the watch room and the lantern. The total height from the cutting edge to the top of the lantern is 121 feet. The focal plane is 72 feet above mean high water. In the cellar there are two air compressors operated by direct connected oil engines, supplying air for the fog signal, which consists of a Crosby automatic signal and Daboll trumpet. The lens apparatus is of the third order, five-panel, 360° illumination. The caisson was built of cast iron plates, and had the usual working chamber with circular steel shaft in the center for the air lock.

At the conclusion of the project, the lighthouse board identified seven vessels employed to support erection of the Sabine Bank lighthouse. **Error! Reference source not found.** Table 21 identifies the vessel, vessel type, dates of employment, and incurred costs to employ and/or lease said private watercraft.

Table 21. Sabine Bank shipping

Vessel	Type	Employment	Cost
<i>Catherine</i>	Barge	2-6 April 1904	\$28.00
<i>Dorothy</i>	Tug	26-30 April 1904	\$250.00
<i>Dorothy</i>	Tug	1-31 May 1904	\$1,500.00
<i>Dorothy</i>	Tug	1-25 June 1904	\$1,250.00
<i>Spindletop</i>	Barge	18-19 April 1904	\$16.00
<i>Eugenia</i>	Barge	5-30 April 1904	\$390.00
<i>Eugenia</i>	Barge	1-31 May 1904	\$466.00
<i>Eugenia</i>	Barge	1-30 June 1904	\$466.00
<i>Eugenia</i>	Barge	1-15 July 1904	253.00
<i>Della</i>	Tug	21-23 1904	\$90.00
<i>Della</i>	Tug	7 December 1904	\$40.00
<i>Della</i>	Tug	20 March 1905	\$40.00
<i>Della</i>	Tug	8 May 1905	\$40.00
<i>Calcasieu</i>	Barge	13 June-20 August 1904	\$1,133.33
<i>Trilby</i>	Barge	20 August-26 September 1905	\$633.33
Total Cost For Vessel Hire			\$6,595.66

Vessels for hire used during Sabine Bank lighthouse construction (Brown T. P., 1910, p. 15).

An interesting detailed photograph of the barge *Calcasieu*, presented by McDougal (2014), shows activities associated with the actual erection of Sabine Bank light. The 239-ton unrigged barge was built

on Lake Charles during 1895 and was homeported at the same location at the time the light was being installed. Likewise, the 159-ton *Trilby* was homeported at Lake Charles during its employment by the lighthouse service. This barge was also a locally built vessel; launched Orange, Texas ca. 1895 (U.S. Bureau Of Navigation, 1904, pp. 353, 390). The 169-ton *Eugenia* was registered at Galveston during its tenure to support the historic construction project. This veteran barge had been in service since its 1864 launch at a Wilmington, Delaware shipyard (U.S. Bureau Of Navigation, 1904, p. 360). *Spindletop*, according to its 1904 registry, topped the tonnage class at 389 but only required one crew member as did the others. This new barge was built at Orange during 1902 and was homeported at Galveston (U.S. Bureau Of Navigation, 1904, p. 387).

On 17 November 1905, a U.S. Navy publication [quoting U.S. lighthouse board notice] advised mariners that

. . . the height of the temporary light, located in the water on Sabine bank, gulf [sic] of Mexico . . . was increased to 54 feet above the water and it is now shown from the top of the light tower in course of construction. The height of the light will be increased from time to time as the structure advances. Approx. position: Lat. 29 28' 15"N., Long. 93 44' 07" W. (U.S. Hydrographic Office, 1905, pp. 691, 693)

The authoritative monthly Notice to Mariners for March 1906 simply listed Federal nautical charts affected by the new navigational aid and published this brief advice (Figure 77). In addition, mariners were cautioned that “At a date not yet determined a Daboll trumpet will be installed at the light station, to sound during thick or foggy weather blasts of 5 seconds duration separated by silent intervals of 25 seconds” (U.S. Coast and Geodetic Survey, 1906, pp. 10–11).

TEXAS.

31. Gulf of Mexico—Sabine Bank—Light Established.—On March 15, 1906, a *fixed white* light of the third order was established on the structure erected in 18 feet of water on Sabine Bank, about 16 miles SSE. & E. from Sabine Pass lighthouse, and the temporary fixed white lens-lantern light formerly displayed at this station was discontinued.

The new light is elevated 72 feet above the water and should be visible 14 miles in clear weather.

The structure is a red cylindrical foundation pier expanded in trumpet form at its upper end to form a gallery, surmounted by a red conical tower with a black cylindrical lantern, the tower being surrounded near its base with a red conical gallery roof.

Figure 77. March 1906 *Notice to Mariners*.

(U.S. Coast and Geodetic Survey, 1906, p. 10).

With respect to “Louisiana” notices, the subject publication only mentioned that two buoys had been discontinued in Lake Borgne. A “third-class can, black, No. 1” was retrieved [and not replaced] while a new “cylindrical-shaped slatted daymark” was requisitioned to supplant the “third-class can buoy, painted red and black in horizontal stripes, formerly marking the wreck of the steamer *Lizzie* . . . reported adrift on March 21, 1906”. (U.S. Coast and Geodetic Survey, 1906, p. 10)

9.9 The Emergence of Gulfport as Deepwater Port

Owing to its proximity to the Chandeleurs, contemporary “hydrographic and general information regarding Gulfport and [its] approaches” provided details that impacted shipping (U.S. Hydrographic Office, 1905, pp. 127-128). To supplement its own data, the U.S. Hydrographic Office relied on Gulf and Ship Island Railroad documents. That interest facilitated the loading of large quantities of lumber on vessels of various tonnage and rigging. Another local firm, Gulfport Towing, supplied steamships with “an excellent quality of coal” (U.S. Hydrographic Office, 1905, p. 128). Another critical distinction for the Mississippi port was described in this manner,

In March, 1904, Gulfport was made the port of entry for Pearl River district (the territory between New Orleans and Mobile), and the collector of customs’ office was moved from Shieldsboro (bay St. Louis) to Gulfport on July 1, 1904, making Gulfport the only port of entry between New Orleans and Mobile. The United States Coast and Geodetic Survey chart No. 190 shows a depth of 24 feet of water from Ship island [sic] to the docks at Gulfport, a greater depth than at any point between New Orleans and Pensacola, and the distance from the anchorage basin to the open sea is but 13 miles. (U.S. Hydrographic Office, 1905, p. 128)

9.10 Private Watercraft Homeported Near Chandeleur Islands

The eight-ton, gas-screw *A. Gerdes & Bro* operated out of Gulfport circa June 1906. Serving as an oysterboat, the small vessel (35x14x3.5) was built at Back Bay, Mississippi during 1889 (U.S. Bureau of Navigation, 1906, p. 174). The steam side-wheel *Alice* likewise was homeported at Gulfport at this date, and advertised its services as a freight vessel. Built at Mobile during 1900, official dimensions for the 90-ton [gross] vessel were identified as 61.2x16.5x3.3 (U.S. Bureau of Navigation, 1906, p. 178). The 16-ton screw *Amelia* homeported at Gulfport, and built at Scranton, Mississippi during 1904, was used as a passenger transport (U.S. Bureau of Navigation, 1906, p. 180). *Amelia*’s dimensions were registered as 41.6x14x5.6, and its crew included seven seamen (U.S. Bureau of Navigation, 1906, p. 180).

Anna Long (54.6x19.8x3.3) homeported at Gulfport operated as an oyster boat in 1906 with a crew of seven. This 25-foot gas screw was built at Biloxi during 1904 (U.S. Bureau of Navigation, 1906, p. 181). According to the USBN (1906, p. 14), the 16-ton schooner *Arapahoe* (b. 1905, Biloxi) was homeported at nearby Gulfport by June 1906. Dimensions for this small sailing vessel, which was operated by a crew of five, were recorded as 49.6x18.1x3.2 (U.S. Bureau of Navigation, 1906, p. 14).

Asa, built 1896 at Pearlington, Mississippi, was homeported at Gulfport by June 1906. Serving as a passenger vessel, the 34-ton screw steamer’s dimensions were registered as 58.8x14.1x5.6 and operated with a crew of five seamen (U.S. Bureau of Navigation, 1906, p. 1184). The 108-ton *Bessie H. Dantzler* operated out of Gulfport at this date as towboat. Built at Scranton, Mississippi in 1901, this screw steamer’s registered dimensions were 90x22x11.6 with horsepower of 500. A crew of 10 operated the tow *Bessie H. Dantzler* (U.S. Bureau of Navigation, 1906, p. 188).

9.11 Private Watercraft Homeported At Sabine Pass

The 86-foot screw steamer *Florida* was homeported at Sabine, Texas by 30 June 1906 (U.S. Bureau of Navigation, 1906, p. 222). The 57-ton [gross] steamer was built at Scranton, Mississippi during 1900, and as of 1906 was engaged as a pilot boat with a crew of eight (U.S. Bureau of Navigation, 1906, p. 222).

9.12 Government Watercraft Stationed in the Region

Some U.S. revenue cutters assigned to the region during the first decade of the 20th-century included 528-ton steamer *Windom* (Galveston), 340-ton steamer *Winona* (Gulfport), 153-ton steamer *Davey* (New Orleans), 30-ton launch *Penrose* (Pensacola), and 17-ton steamer *Alert* (Mobile). Regional customs

service vessels included the wooden launch *Ruth* (Galveston), and two wooden “Open” boats powered by gasoline (Mobile). Public health and marine-hospital service vessels included the wooden naphtha launch *Genevieve*, 100-ton iron tug *Assistance* (New Orleans), wooden steam launch *Felicien* (New Orleans), and wooden 5-ton steam screw *Mecca* (Mobile). U.S. Army quartermaster vessels included the wooden 15-ton single-screw *Captain Page* (Fort Morgan), wooden 15-ton single-screw steamer *Mansfield* (Jackson Barracks), wooden junction box gas launch *No. 2* (Jackson Barracks), and wooden junction box gas launch *No. 8* (Fort Morgan (Bureau of the Census, 1909, pp. 791–794)).

Numerous U.S. engineer vessels were stationed in the northern Gulf and the examples listed confirm the very considerable range of type, tonnage, hull, and propulsion. Select vessels include the 3122-ton steel hydraulic dredge *Benyaurd* (New Orleans), wooden 1047-ton seagoing hydraulic dredge *Sumter* (SW Pass), 754-ton steel hydraulic dredge *Barnard* (Gulfport), 134-ton steel single-screw *C. Donovan* (Gulfport), 62-ton survey launch steamer *Picket* (New Orleans), wooden 50-ton snag boat *Demopolis* (Mobile), wooden 43-ton steam tug *Captain Talfor* (Galveston) and wooden 3-ton gasoline launch *Sextant* (Port Arthur) (Bureau of the Census, 1909, pp. 796-805). Two vessels employed by the USACE exclusively operated from Sabine Pass as of 30 June 1906. These were identified by the USNB (1906, p. 402) as the 600-ton suction dredge *Sabine* (b. 1901, New York) and the naphtha launch *Transit* (b. 1892, NY). Dimensions for these Federal watercraft were 145x35x8 and 30x6.6x2.5, respectively (1906, p. 402).

Lighthouse service vessels, all schooner class, which were assigned to the region during the first decade of the 20th century included the 187-ton composite *No. 43* (South Pass), wooden 83-ton *No. 28* (Galveston), and 465-ton steel single screw *No. 81* (Heald Bank). Dedicated tenders included the wooden 400-ton *Arbutus*, 677-ton two-mast steel schooner *Hibiscus*, and 550-ton steel schooner *Ivy* (Bureau of the Census, 1909, p. 806; Figure 78).

A 14-foot yawl boat was assigned to the Ship Shoal light during the early 1900s (Shade & Kilgore, 1997, p. 9). Without a doubt, small craft intermittently leased, loaned or officially assigned to Gulf lighthouse duties may have not always been documented. An early 20th-century image presented by McDougal (2014, p. 64) shows the “Sabine Bank lighthouse’s own tender,” which like most small crew boats, could be “hailed up to the gallery platform by winches and suspended from davits” for storage.

9.13 The Shipwreck of the Schooner *Starke*, 5 February 1906

The *Starke* stranded on “Chandeleur Island” on 5 February 1906 (U.S. Bureau of Navigation, 1906, p. 384). Six crewmen survived the shipwreck but the 270-ton schooner apparently was a total loss. The *Starke* was built in 1876 at Milwaukee, Wisconsin by Milwaukee Shipyard Company for “Starke, et. al of Milwaukee.” Purpose built for the Lake Michigan lumber trade, the schooner was used to transport timber for the construction of St. Paul Elevator E. By 1896, *Starke* was owned by Theodore Plathner of Milwaukee. In the same year, David S. Kaufman of Lake Charles, Louisiana acquired the vessel to carry lumber in Gulf locations. At the time of its shipwreck on Chandeleur Island, the *Starke* was under the command of Captain Herman Oertling (ArchiveGrid, 2011–2017).



Figure 78. Image of the tender *Ivy* approaching the Sabine Bank lighthouse.

(Courtesy of NARA.)

9.14 Historic Bird Preservation Activity

At the turn of the 19th century, “Breton Island alone was home to 33 species of wintering waterfowl, wading birds, secretive marsh birds, and various shorebirds” (Brinkley, 2010). President Theodore Roosevelt issued an executive order on October 4, 1904 creating the Breton Island Federal Bird Reservation. It was the second unit of what would eventually become the U.S. National Wildlife Refuge System (Pelican Island, Florida was the first). In 1938, the reserve name was changed to Breton National Wildlife Refuge.

The Louisiana refuge included the Chandeleurs, where “gangs” frequently raided to collect feathers “for milliners because the delicate plumage was needed to adorn ladies hats-the fashion rage of the Gilded Age and beyond.” (Brinkley, 2010) Species included brown pelicans, herons, laughing gulls, and royal, Caspian, and Sandwich terns. The Refuge is currently an important winter habitat for the threatened piping plover.

Rice University history professor Douglas Brinkley (2010) remarked that “To Roosevelt, the despoilers and plume-hunters of the Gulf South were pirates, and he wanted the feather mafias arrested.” According to the U.S. chief executive and “staunch Auduboner,”

Wreckers are no longer respectable and plume-hunters and eggers are sinking to the same level The illegal business of killing breeding birds, of leaving nestlings to starve wholesale, and of general ruthless extermination, more and more tends to attract men of the same category as those who sell whiskey to Indians and combine the running of ‘blind pigs’ with highway robbery and murder for hire. (Theodore Roosevelt quoted in: Brinkley, 2010)

Some revenue cutters and lighthouse service schooners previously mentioned likely assisted over time with new enforcement activities related to preservation of Louisiana birds.

A ground-breaking precedent, concerning preservation of bird species living, nesting, and visiting the Chandeleurs, was enacted in April 1906 by the Eighth Lighthouse District [headquartered in New Orleans]. This Federal mandate ordered fishermen “who wish to land or fish in the waters around Chandeleur islands” be required to “accompany their requisitions for permits with recommendations from the collector of the port at which they live and also from the port master of their home city” (Daily Herald, 1906, p. 1).

By way of an explanation, Commander Jas. H. Sears remarked that the “National Association of Audubon Societies” showed a pronounced interest in the protection of seabirds there, as confirmed by a letter from its acting president, William Dutcher. From his New Orleans office, the lighthouse commander further stated that

[F]ishermen had in the past done much poaching on these bird islands, and especially in the Chandeleur group, but that it was fast being put an end to by the permits, which require that the fishermen will not shoot the birds or in any manner harm or rob their nests. (Sears quoted by: Daily Herald, 1906, p. 1)

At that date, it is likely that Chandeleur assistant light keeper Albert Modawell and Timbalier assistant keeper Frank Couvillier (Figure 79) were tasked with the same duties. Crudely constructed signage painted with English and French messages was posted along numerous points along the subject beaches to warn sportsmen and all visitors that birds were “protected by Law [and that] Violators will be prosecuted” (Bureau of the Census, 1909, pp. 244, 532); (Kopman, 1907, p. 234).

Some signage may have been installed by famed ornithologist Henry H. Kopman (1907, p. 233) as the Audubon agent collected information about “Seabird Colonies” observed during his 1907 summer cruise “between the Sabine river and Pass a L’Outre. Although his meticulous notes about birdlife written aboard the 15-ton schooner *Seabird* did not include references to shipwrecks or other cultural resources, Kopman (1907, pp. 233–240) described the character of numerous passes, outlying islands, keys, cuts, and passes. The close proximity of active fishing camps was noted in the vicinity of Ship Shoal.



Figure 79. National Audubon Association warning sign, in English and French, on East Timbalier, ca. 1907. (Kopman, 1907, p. 234).

On 16 August 1906, U.S. acting hydrographer Henry H. Barroll confirmed the official coordinates of relevant "Maritime Positions and Tidal Data" (Figure 80). In the preface to *New American Practical Navigator* (Bureau of Equipment, 1906, p. 3), U.S. Navy head hydrographer W. H. H. Southerland commented that "the general introduction of high-speed vessels built of iron and steel" prompted department and its bureaus to reevaluate "the science of navigation" especially related to methods and instruments.

Alabama, Mississippi, and Louisiana.	Sand Island: Light-house (front)	30 11 19	88 03 02				
	Mobile Point: Light-house	30 13 44	88 01 26	[11 25]	[3 09]	[1.5]	-----
	Mobile: Episcopal Church	30 41 26	88 02 28	[1 35]	[6 50]	[2.1]	-----
	Horn Island: Light-house	30 13 23	88 31 39	[12 00]	[5 40]	[2.0]	-----
	East Pascagoula: Coast-Survey station	30 20 42	88 32 45	[0 20]	[5 45]	[2.3]	-----
	Mississippi City: Coast-Survey station	30 22 54	89 01 57				-----
	Ship Island: Light-house	30 12 53	88 57 56				-----
	Cat Island: Light-house	30 13 57	89 09 41	[0 23]	[6 35]	[2.1]	-----
	Chandeleur: Light-house	30 02 58	88 52 19	[11 53]	[5 33]	[1.8]	-----
	Mouth Mississippi River: Pass a l'Outre light	29 11 30	89 02 28	[11 15]	[5 00]	[1.6]	-----
	S. Pass light (East Jetty)	28 59 28	89 08 08	[10 55]	[4 42]	[1.7]	-----
	SW. Pass light	28 58 22	89 23 30	[10 54]	[4 41]	[1.9]	-----
	New Orleans: United States Mint	29 57 46	90 03 28				-----
	Barataria Bay: Light-house	29 16 30	89 56 43	[11 00]	[4 47]	[2.1]	-----
	Timbalier Island: Light-house	29 02 49	90 21 25	[11 50]	[5 38]	[2.0]	-----
	Ship Shoal: Light-house	28 54 56	91 04 15	[0 18]	[6 33]	[2.2]	-----
	Southwest Reef: Light-house	29 23 36	91 30 14	[0 40]	[6 56]	[2.0]	-----
Calcasieu Pass: Light-house	29 46 55	93 20 43	2 17	8 41	1.7	1.3	
Sabine Pass: Light-house	29 43 04	93 51 00	3 17	9 36	0.9	0.6	

Figure 80. Detail of "Maritime Positions and Tidal Data" corrected August 1906.

(Bureau of Equipment, 1906, p. 196)

9.15 Hurricane of October 1906

Damage to the new Sabine Bank lighthouse and maritime structures at nearby Sabine Pass were reported in October 1906 by a Texas paper. According to the *Orange Leader* (1906, p. 3)

The Sabine bank light, out about seventeen miles in the gulf, was damaged slightly, the wave action against the caisson being with such force as to distort the gallery works, causing salt water to get into the cistern, by which fresh water is supplied to the keepers. Captain Batchelor, the light-house inspector, has been at Sabine for several days inspecting conditions since the storm The red light, known as the jetty beacon [Sabine Pass], located near the outer end of the east jetty, was washed away, its connection with the jetty wall having been made of wood, the latter having decayed.

The October hurricane also damaged "the [Sabine Pass] club boat, *Iolanthe*." Early reports suggested that the small vessel was in "very bad shape and liable to go to pieces" (*Orange Leader*, 1906, p. 3).

9.16 Contemporary Shipping

By spring 1907, Sabine Pass port facilities and navigational aids associated with the pass and Sabine Bank were obviously repaired or restored. According to July and August issues of *Petroleum Review*, shipping touching at the former location proceeded without difficulties. Some vessels entering/exiting Sabine Pass in this interval included the *Captain A. F. Lucas* (from London), *Daghestan* (from Antwerp), *San Cristobal* (to Liverpool), *Genesse* (for United Kingdom), *Edward Dawson* (to Antwerp), *Rock Light* (from Cardiff), *Suram* (from Tyne), and *Suwanee* (from Hull).

Other contemporary Gulf shipping carrying petroleum included the *Genesse* (Manchester to New Orleans), *Margaretha* (Rio Janeiro to Rio Grande), *Pectan* (London/Emden to Galveston), *Tioga* (Sunderland to New Orleans [June trip]), *Tioga* (Gulfport to Liverpool [August trip]) *Ottawa* (Tampico to London [bypassed Sabine Pass]), and *Russian Prince* (New Orleans to Havana) (Petroleum Review, 1907, pp. 24-25); (Petroleum Review, 1907, pp. 52-53); (Petroleum Review, 1907, pp. 136-137).

A premier New York financial journal (Commercial and Financial Chronicle, 1908, p. 677) reported that “exports of cotton from the United States . . . reached 119,207 bales” in a single seven-day interval commencing in early March 1908. Particulars about Gulf shipping bound for European markets that coasted and/or entered the project areas are shown in Table 22.

Table 22. Cotton shipments

Galveston Shipping			
Vessel	Bound	Cleared	Bales
<i>Greystoke Castle</i>	Hull	10 MAR	250
<i>Magician</i>	Havre	6 MAR	12,556
<i>Greystoke Castle</i>	Antwerp	9 MAR [sic]	3,311
<i>Edoardo Musil</i>	Barcelona	11 MAR	2,992
<i>Dora Baltea</i>	Genoa	9 MAR	6,997
<i>Edoardo Musil</i>	Venice	11 MAR	1,187
<i>Edoardo Musil</i>	Trieste	11 MAR	2,453
Port Arthur Shipping			
Rokeby	Bremen	7 MAR	6,455
New Orleans Shipping			
<i>Tactician</i>	Liverpool	6 MAR	3,743
<i>Louisianian</i>	Liverpool	13 MAR	2,500
<i>Nyassa</i>	Glasgow	12 MAR	500
<i>Glenarm Head</i>	Belfast	7 MAR	2,752
<i>Inishowen Head</i>	Belfast	7 MAR	940
<i>Huntsman</i>	Havre	6 MAR	10,445
<i>Afghan Prince</i>	Bremen	12 MAR	10,445
<i>Wittenberg</i>	Bremen	12 MAR	5,228
<i>Sirdar</i>	Rotterdam	11 MAR	2,343
<i>Puerto Rico</i>	Barcelona	10 MAR	4,150

Cotton shipments originating at select Gulf ports bound for European markets in March 1908 (Commercial and Financial Chronicle, 1908, p. 677).

Vessels laden with cotton cargoes and clearing Pensacola during early March 1908 for European ports included the *E. O. Saltmarsh* for Liverpool, the *Sandhurst* for Havre, and the *Emilia* for Genoa (Commercial and Financial Chronicle, 1908, p. 677). At this time, the 3630-ton steel screw *Saltmarsh* was owned and operated by Gulf Transit Company (org. 1895) (Klein, 2003, pp. 285-286). Along with its sistership *August Belmont*, the steamer “originally plied the Gulf and the Caribbean, carrying coal to Latin ports and returning to Pensacola with mixed cargoes” (Klein, 2003, p. 286).

After clearing the Port of Galveston on 11 March 1908 and prior to its call at Pensacola on 14 March, crewmen aboard *Edoardo Musil* recounted

. . . having passed five wooden lighters adrift in the gulf. This was on Friday, when the vessel was off the Ship Shoal lightship. The master of the *Edoardo Musil* reported the sighting of the lighters to the customs officials when he entered here [Pensacola], as they are very dangerous to navigation, especially as there is an iron pipe about thirty feet in length standing erect on each of the lighters. This, it is presumed, was used to place signal lights (Pensacola Journal, 1908, p. 4).

Marine officials speculated that the lighters were previously “in tow of some tug when the cable parted and they went adrift” (Pensacola Journal, 1908, p. 4). At the interval the abandoned barges were sighted near Ship Shoal, the Austrian steamer was consigned to the aforementioned Gulf Transit Company and was outbound from Galveston (Pensacola Journal, 1908, p. 4).

In early July 1909, Chandeleur lighthouse keeper J. W. Sprinkles alerted officials in Biloxi that two local fishermen stranded on a sandbar off the islands were indeed safe. After Martin Hass and Norman Taylor grounded in the “trim little boat, the *Óiseau*,” they remained there for over three days until the tide lifted the vessel allowing them to moor off the lighthouse (Daily Herald, 1909, p. 1).

9.17 The Hurricane of September 1909

The Pensacola Journal reported on 29 September 1909 that the recent hurricane caused numerous deaths and “considerable damage” to Gulf lighthouse properties. A grim item commented that “C. P. Rollins, third assistant keeper of the Ship Shoal light, was drowned when the lighthouse boat was lost in the storm” (Pensacola Journal, 1909, p. 1). “Nearly every station reports boats, wharves and other equipment destroyed or damaged” was related by New Orleans sources (Pensacola Journal, 1909, p. 1). The front-page account also advised readers [and mariners] that numerous “important lights” such as channel beacons and range lights in the region were “destroyed” or were “gone” (Pensacola Journal, 1909, p. 1).

9.18 The Wreck of *William C. May*, 10 March 1910

On 10 March 1910, *William C. May* “struck on Ship shoal and remained there in spite of the efforts of tugs to pull her into deep water” (Sunday Star, 1913, p. 7). At the time of the casualty, the new four-masted schooner was outbound from Isabella de Sagua and was headed for Morgan City, Louisiana. A Washington, D.C. newspaper suggested that the vessel stayed ashore on Ship Shoal for 77 days, and further commented that,

When she grounded she was light, and finally a dredged channel was dug to the vessel to get her afloat. While the tugs were in port waiting for the coming of the high fall tides, a heavy northeast storm came and this caused high water and the crew of the vessel worked her off the shoal and sailed her into Morgan City, La. The vessel, on her arrival at New York with lumber, was docked, and it was found the injuries she sustained by grounding were of a very minor character. The *May* is owned by J. C. Davis of Philadelphia, who also is her master. (Sunday Star, 1913, p. 7)

9.19 The Grounding of *Noriega* (May 1910)

The Houston Daily Post (1910, p. 8) reported on the grounding of a Netherlands bound vessel in spring 1910 at Sabine Bank in this way.

After having been ashore for two days at Sabine bank, just south of Sabine pass, the Norwegian Noregia of the Norway and Mexican Gulf line arrived here [Newport News, VA] today [14 May 1910]. The steamer sailed from Galveston May 1 and Port Arthur May 6 bound to Rotterdam and Christiana, carrying a full cargo and fifteen passengers. The vessel was inspected here and proceeded on her voyage.

Discussions to close U.S. Navy yards at New Orleans and Pensacola continued during spring and summer 1911, and naturally met with forceful opposition from Louisiana and Florida stakeholders. The need to terminate activities at these locations were “urgently recommended . . . and carefully explained;” by Adolph Meyer before the U.S. Congress. (Army and Navy Register, 1911, p. 11)

9.20 U.S. Revenue Cutter Presence (1911)

Federal vessels assigned to northern Gulf postings during 1911 included; U.S. Navy torpedo experimental ship *Montgomery* (Pensacola), U.S. Fish Commission steamer *Fish Hawk* (Biloxi) (Reintjes, 1973), U.S. Revenue Cutter Service (RCS) *Winona* (Gulfport), U.S. Navy ship *Petrel* (New Orleans), U.S. army dredge *Galveston* (New Orleans), RCS *Davey* (New Orleans), U.S. army-transport *Sumner* (Galveston), RCS *Windom* (Galveston), U.S. army-transport *Kilpatrick* (Galveston), U.S. Navy *Florida* (Galveston), U.S. Navy ship *Utah* (Galveston) (Army and Navy Register, 1911). Contemporary RCS incident reports reflected contemporary shipping and common marine casualties. In respect to a pleasure vessel encountering an oyster bed

Captain F. A. Lewis, commanding the *Winona*, stationed at Gulfport, Miss., reports that while bound to the westward through Grant’s Pass on July 6 [1911] he received a request for assistance from the sloop yacht *Hazel*, aground on shoals to the southward of the pass. (Army and Navy Register, 1911, pp. 19, 24)

9.21 Wreck of the British *Mars* (23 or 24 October 1911)

At the close of business [24 October 1911] came news from New Orleans that the British steamer *MARS* had stranded at Chandeleur, while bound from Gulfport to the Plate with a cargo of wood. Her position was described as exposed, though it is hoped that the vessel may lie on sand. The *MARS* is a steamer of 3,550 tons, built in 1907, and managed by Messrs. Harris and Dixon (Limited). She is insured on a valuation of £31,000. (Times, 1911, p. 22)

9.22 Wreck of the British *Goodwood* (5 November 1911)

The RCS reported on 11 November 1911 that the *Winona* had been dispatched on the previous day “to render assistance to the steamer *Goodwood*, said to be ashore on Chandeleur Island” (Army and Navy Register, 1911, p. 15). On Thursday morning, 9 November, Pensacola Journal reported the chronology of the marine casualty as such

The British freight steamship *Goodwood*, which went aground at Chandeleur Island Sunday night, was still fast in the sand today. The vessel is about 500 feet from shore and the tug *Gulfport*, which has been trying to pull the *Goodwood* off, is unable to get nearer than a quarter of a mile to the steamer. Her position, however, is not dangerous. The master of the *Goodwood*, Captain Stubb, said he misread the Chandeleur light and that this was responsible for the vessel’s grounding. (Pensacola Journal, 1911, p. 4)

Another British vessel outbound from New Orleans during the same week cruised successfully past the Chandeleur Island but later grounded, in this case off of Key West. The steamer *Conway* departed the Louisiana port loaded with a general cargo for some “Danish ports” (Pensacola Journal, 1911, p. 1). Shortly before Christmas Day 1911, the RCS also remarked that the commander of the *Windom* reported “sailing from Galveston December 20 in search of a missing barge, which was found . . . stranded six miles west of Sabine Pass” (Army and Navy Register, 1911, p. 22).

The 18 November 1911 issue of the Army and Navy Register (1911, p. 15) remarked that the RCS *Windom* cruised from Galveston to the Washington Navy Yard prior to that date in order to receive “her new armament of Hotchkiss rapid-firing six-pounder and three-pounder guns prior to returning to her [Texas] station.” En route to Galveston, the *Windom* reported to Gulfport, Mississippi, where its commander delivered “a gun, mount, and accessories” to his counterpart aboard the RCS *Winona* (Army and Navy Register, 1911, p. 15).

9.23 Prewar Naval Exercises

Records associated with “Operations of the Naval Militia,” specifically “practice cruises” confirmed that *Stranger*, *Amphitrite*, and *Nahma* were intermittently involved in “Carnival” cruises, “Sunday” cruises, and “West End” cruises in Louisiana waters during 1913 and 1914. The *Wanka* served as tender to *Amphitrite* for some term, and underwent repairs for another period of time (U.S. Division of Naval Militia Affairs, 1915, p. 38). In May 1913, Acting Secretary of the Navy Franklin Delano Roosevelt commented on pending “Gulf Coast” summer exercises as such

The *Stranger* and *Amphitrite*, with the Louisiana Naval Militia, will make such cruises as the State officials may direct. It is hoped that the entire organization, or at least 85 per cent thereof, may be able to participate in a cruise of at least six days’ duration this summer, since practically no cruising was done last year by the organization. No arrangements have as yet been made for a target range at which these vessels may fire. (U.S. Division of Naval Militia Affairs, 1915, pp. 19–20)

The USS *Amphitrite* navigated in the vicinity of the Chandeleurs during summer 1913 according to naval records. An excerpt from a report filed by Chief Boatswain Shannahan of the USS *Amphitrite* mentioned that in addition to drills in signaling, steering, etc., “Small-arm target practice was held by the marines on Ship Island” (U.S. Division of Naval Militia Affairs, 1915, p. 30). A summary of cruises verified that while the *Amphitrite* and *Stranger* only logged 25 and 85 miles, respectively, the launch *Nahms* [or *Nahma*] logged 572 in Louisiana waters from 1 January 1913 to 1 July 1914 (U.S. Division of Naval Militia Affairs, 1915, p. 36).

At least three U.S. Navy vessels were scheduled to be “assigned,” or were “loaned” to the “Louisiana Naval Militia” by December 1915. The 700-ton, 289-foot *Flusser* (launched July 1909 at Bath, Maine) commenced its exclusive Louisiana service with a “reduced compliment” on 18 February 1916. The destroyer class vessel presented five, three-inch 50 caliber guns with three twin 18-inch torpedo tubes. Its original compliment was composed of four wardroom officers, eight chief petty officers, and seventy-six sailors. At the time of its authorizing contract in March 1907, the hull and machinery were valued at \$624,000 (U.S. Navy Department, 1906, pp. 60, 64–65, 158). Figure 81.

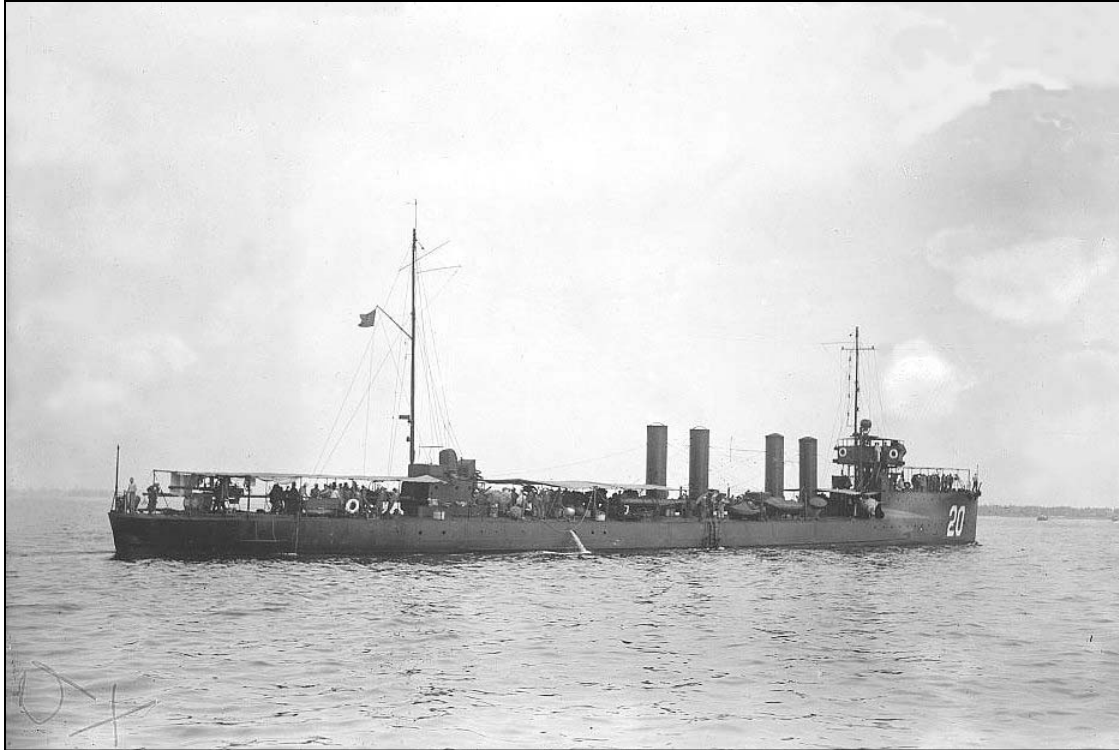


Figure 81. Image of the USN *Flusser* dated between 1915 and ca. 1920.

(Courtesy of LOC.)

Two wood-hull motorboats identified as the 72x12 *Nahma* and 48x9.6 *Wanka*, previously mentioned, were loaned under unknown conditions (U.S. Navy Department, 1916, pp. 65, 185, 188). The U.S. Navy “Coal barge No. 320” was apparently stationed at New Orleans as of 1 January 1916 but its service area was not stipulated (U.S. Navy Department, 1916, p. 188). By 30 June 1916, additional records indicated that *Amphitrite* had logged 577 miles in Louisiana waters compared to 146 logged by *Nahma* for the same 12-month period commencing on 1 July 1915 (U.S. Navy Department, 1917, p. 804).

9.24 Hazards to Sabine Bank Shipping

In the years following the erection of the Sabine light, decreased water depths over the sandbanks proved hazardous to regional and international shipping. By 1913, a consensus existed among mariners that extreme caution should be exercised when navigating in the vicinity of the lighthouse. On Valentine’s Day 1914, the steamer *Rock Light* “grounded $\frac{3}{4}$ mile 16° from Sabine Bank Lighthouse” (U.S. Coast and Geodetic Survey, 1915, p. 235). The master of the British ship later remarked that the available “charts no longer serve[d] as an infallible guide” (U.S. Coast and Geodetic Survey, 1915, p. 235). A Federal source concurred that contemporary soundings “taken showed a depth of [only] $2\frac{3}{4}$ fathoms instead of $5\frac{3}{4}$ fathoms” as reported on “U.S. Coast Survey Chart No. 202” (U.S. Coast and Geodetic Survey, 1915, p. 235).

10. The Great War Period (28 July 1914 to 11 November 1918)

10.1 The Pinillos Line Wartime Gulf Service

In November 1914, the Pinillos Line's *Cadiz* (b. 1896) commenced a "round voyage from Cadiz to New York, Havana and Galveston" (Bonsor, 1983, p. 398). Built by C. Connell & Company of Glasgow during 1896, the 5,617-ton single-screw steamer accommodated "60 first class, 80 second, 24 third and 1,000 fourth class passengers" (Bonsor, 1983, pp. 396, 398). Previously, Pinillos's 4,796-ton *Catalina* (b. 1893) navigated "between Spain and the Mexican Gulf" but left New Orleans for the last time on 3 December 1915 "for Galveston and Barcelona" (Bonsor, 1983, p. 398). Another veteran Gulf Pinillos steamer, the 4,029-ton *Pio X*, "foundered near the Canary Islands with a death toll of 40 when destined from New Orleans to Spain" on 5 December 1916 (Bonsor, 1983, pp. 398–399).

Exports of Mexican crude oil [Tampico and Tuxpam] arriving at relevant locations during November 1914 confirmed a busy shipping schedule. For the period commencing 1 November and ending 29 November, at least 39 cargoes of oil entered American ports including Baton Rouge, New Orleans, Sabine Pass, and Port Arthur. Numerous consignees were redacted due to security concerns (Fuel Oil Journal, 1915, p. 10). Details about Louisiana and east Texas coast shipments are shown in Table 23.

Table 23. Mexican crude exports

Vessel	Shipper	Consignee	Destination	Barrels
<i>Trinidadian</i>	Mexican Gulf	Orders	Port Arthur	22,059
<i>Topila</i>	East Coast	Orders	New Orleans	41,916
<i>Tuxpam</i>	Texas Co.	Orders	Port Arthur	8,161
<i>Panuco</i>	Texas Co.	Orders	Port Arthur	6,072
<i>Winifred</i>	Mexican Gulf	Orders	Port Arthur	21,076
<i>Wylie</i>	Huasteca	Huasteca	New Orleans	34,251
<i>Glenlul</i>	Texas Co.	Orders	Port Arthur	14,759
<i>France M</i>	Texas Co.	Orders	Port Arthur	16,940
<i>Trinidadian</i>	Mexican Gulf	Orders	Port Arthur	20,971
<i>Doheny</i>	Huasteca	Magnolia	Sabine Pass	47,393
<i>Winifred</i>	Mexican Gulf	Orders	Port Arthur	21,514
<i>Tuxpam</i>	Texas Co.	Orders	New Orleans	6,181
<i>Punuco</i>	Texas Co.	Orders	Port Arthur	6,071
<i>Trinidadian</i>	Mexican Gulf	Orders	Port Arthur	21,622
<i>Glenlul</i>	Texas Co.	Orders	Port Arthur	15,334
<i>France M</i>	Texas Co.	Orders	Port Arthur	16,913
<i>Caloria</i>	Mexican Eagle	Orders	Baton Rouge	29,904

Exports of Mexican crude oil during November 1914 (Fuel Oil Journal, 1915).

Shipments of oil cargoes originating at select Louisiana and Texas ports that were *reported* for the year ending 31 December 1914 amounted to 32,822,970 barrels. The 1914 aggregate included refined products and crude petroleum respectively, as 24,978,151 and 7,844,819 barrels. A gain of approximately 36 percent over the calendar year 1913 was realized by participating shippers. Refined products [42-gallon barrels] such as gasoline, fuel oil, gas oil and illuminating oil were shipped from Westwego (1,502,178 bbls.), Baton Rouge (3,513,103), Sabine (2,806,161), and Port Arthur (17,156,749). Crude petroleum was shipped from Baton Rouge (1,963,409), Sabine (3,645,851), and Port Arthur (2,235,559) (Fuel Oil Journal, 1915, p. 10).

Both coastwise and export shipments of oil continued to increase during the first year of “The Great War” (World War I). As the chaotic year concluded, Port Arthur “easily retain[ed] its supremacy as the greatest oil port in the South,” followed by Sabine “among the gulf ports in volume of movement” (Fuel Oil Journal, 1915, p. 10). In the interim, lumber shipments to Mexico, especially long and short leaf yellow pine, originating at New Orleans and Port Arthur showed growth. Firms, such as Chicago Lumber & Coal Company of Texas (Houston), advertised this export service to the oil trade and boasted that 750,000 board feet of timbers was produced each day (Fuel Oil Journal, 1915, p. 16).

10.2 Wartime Shipping

Ironically, “the first vessel to be torpedoed under application of the German blockade” on 19 February 1915 recently exited the Gulf (Moore W. C., 1915, p. 73). Writing for Fuel Oil Journal, Moore (1915, p. 73) commented that

The Belridge left New Orleans Jan. 28 with a full cargo of petroleum for Amsterdam and evidently was the victim of a case of mistaken identity, as the British tank steamer Ashtabula with a cargo of oil was close by, the two tankers having changed positions when calling for pilots. It is believed that it was the intention of the commander of the submarine to torpedo the Ashtabula, which was carrying fuel oil for the British Admiralty, but the attack having been made in the night and after the two tankers had shifted positions the Belridge was struck by mistake. The Belridge was flying Norwegian colors illuminated by electric lights and had the Norwegian flag painted on the sides of the ship. The size of the Belridge is best understood in knowing that the vessel loaded 9551 long tons of petroleum at Port Arthur June 10 for ports in Holland, the first cargo she had loaded since the incident of Feb. 19.

Despite the damage caused by the explosion, only two crewmen were seriously injured but the entire compliment experienced sickness brought about by the excessive fumes. When the Norwegian tank steamer arrived at Port Arthur, Texas on 6 June 1915 “direct from Smith’s dry dock at North Shields [Tyne River], where repairs had been made,” Captain Ole Olsen described the harrowing event off Deal ((Moore W. C., 1915, p. 73); Figure 82).

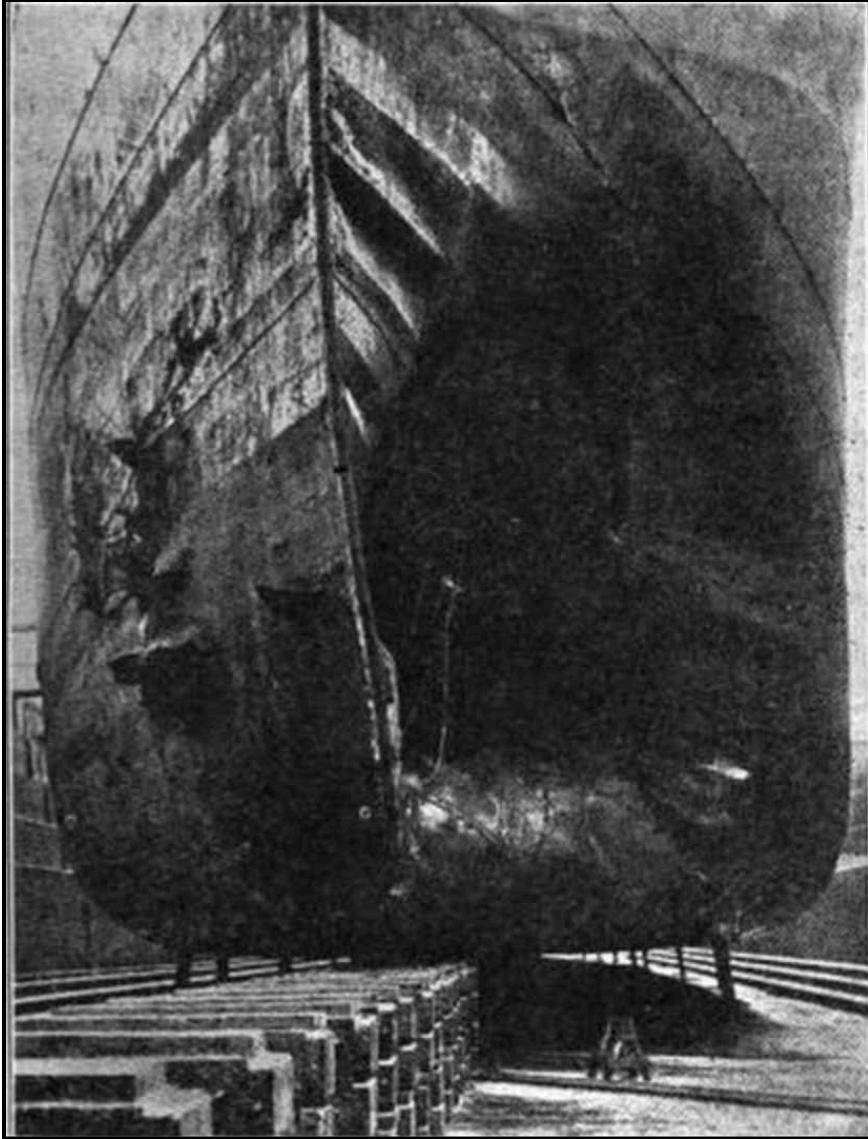


Figure 82. Torpedo damage to Norwegian tanker *Belridge*.

(Moore W. C., 1915, p. 73)

Oil shipments originating at Mexican ports reported for March 1915 entering/clearing New Orleans and Sabine Pass included carriage aboard *Edward L. Doheny*, *Norman Bridge*, *Motano*, *Herbert G. Wylie*, *Energie*, *San Urbano*, barges *Vera Cruz* and *Tampico*, and *Bayway* (Fuel Oil Journal, 1915, p. 28). Conversely, “Heavy Exports of Oil to England From Gulf Ports” for the previous month confirmed that 10,730,000 gallons of the subject commodity was imported from just four American ports; New Orleans, Sabine, Port Arthur, and New York (Fuel Oil Journal, 1915, p. 38). An industry source (Fuel Oil Journal, 1915, p. 38) elaborated on the crucial wartime shipping in this way.

Bristol has also received several large cargoes for the Anglo-American Oil Co. during the week; the *Teutonian* has brought nearly a million gallons of illuminating oil from Port Arthur, as well as 716,000 gallons of gas oil, and the *Narragansett*, the largest of the Anglo’s fleet of oil-tankers, has discharged into the Bristol storages 1,100,000 gallons of gas oil and 360,000 gallons of oil fuel, both shipments having been loaded at Sabine. The

British Petroleum Co. has been very busy receiving several cargoes in different ports of the United Kingdom. On its account the Carpathian brought considerably over 1,100,000 gallons of illuminating oil from New Orleans to the Manchester bulk storages, while at Belfast the Roumanian delivered upwards of 1,000,000 gallons of illuminating oil from Port Arthur, and 655,000 gallons of gas oil.

The SS *Gulflight* "sailed from Port Arthur, Texas, on April 10, 1915, for Rouen, France, with a full cargo, 50,000 bbls. of gasoline," and was torpedoed off the Scilly Islands on 1 May (Fuel Oil Journal, 1915, p. 67; Figure 83). At the time of the attack, the American tanker was operated by Gulf Refining Company and owned by "the Mellon banking interests of Pittsburgh, Pa." (Fuel Oil Journal, 1915, p. 67). Extensive repairs were made at Newcastle-on-Tyne (Figure 83) over a four-month period, which allowed *Gulflight* to return to Port Arthur by mid-September 1915. According to an industry journal, the tanker then commenced "her regular trade between that port and North Atlantic ports" (Fuel Oil Journal, 1915, p. 59). Of great significance, this attack on a U.S.-flagged vessel followed by the despicable torpedoing of *Lusitania* some days later "added greatly to the diplomatic strain" between Germany and the United States (Fuel Oil Journal, 1915, p. 67).

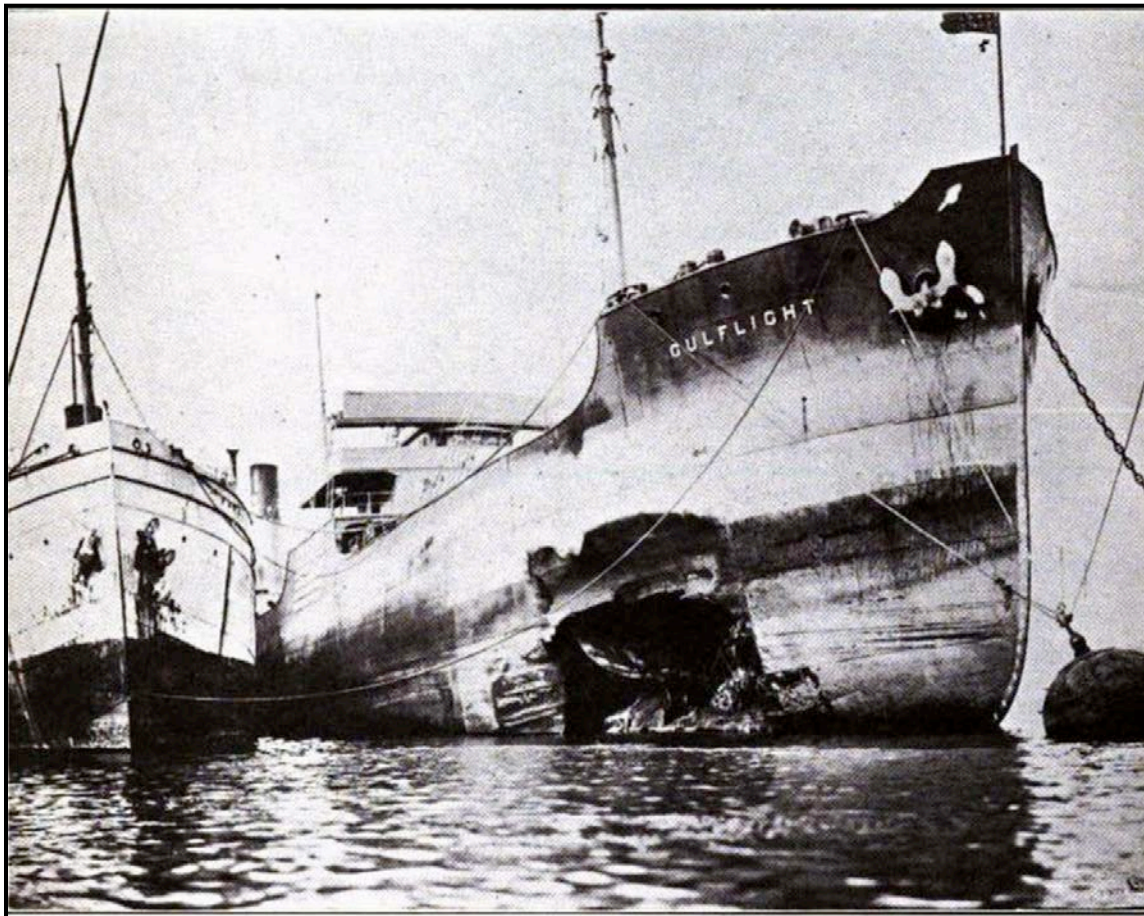


Figure 83. Damage to SS *Gulflight* after torpedo attack on 1 May 1915.
(Fuel Oil Journal, 1915.)

In early June 1915, the steamer *Cardium* was loaded at Chalmette with 5000 tons of kerosene destined for a Chinese port. At that date and from the same port, three other cargoes of kerosene were scheduled to be shipped during the summer (Fuel Oil Journal, 1915, p. 59). Contemporary passages [oil] linked to relevant Gulf ports during June and July 1915 included; the tug *South American* (towing oil barges *Tuxpam* and *Panuco*), *J. Oswald Boyd*, *Herbert J. Wylie*, *Mexicano*, *San Zeferino*, *Louisiana*, *Somerset*, *Roma*, and *De Soto* (Fuel Oil Journal, 1915, p. 20).

Historical sources indicated that *Panuco* generally delivered an average of 28,000 barrels of Mexican oil. However, a marine casualty note suggested that its route and cargo varied on some occasions. Fuel Oil Journal (Fuel Oil Journal, 1915, p. 20) commented that the “Panuco reported ashore on west jetty, Mississippi river, Cuba to New Orleans, with black-strap molasses, July 2, and floated without injury by assistance from tugs.”

10.3 The Historic Visit of Theodore Roosevelt (June 1915)

During a June 1915 visit to his friend [and well-known Louisiana sportsman] John M. Parker, Theodore Roosevelt “made a six days’ tour of inspection of the islands off the Louisiana coast, east of the Mississippi River” (Job, 1915, p. 138). Most “sandy fragments of land” toured by the former U.S. president, Parker, and M. L. Alexander [president of the Conservation Commission of Louisiana] were designated as U.S. “Government reservations set aside” under Roosevelt’s administration for “breeding of gulls, terns, skimmers and other specimens of avian life” (Job, 1915, p. 138). Brinkley (2010) commented that, in lieu of customary for-hire hunters,

Roosevelt joined up with solid preservationist types, such as Frank M. Miller, the founder of the Louisiana Conservation Commission. Their goal was to travel by boat and inspect Breton Island, Tern Islands, Shell Keys, East Timbalier Island, and, for that matter, a few unprotected keys.

At dawn on 8 June, “Colonel Roosevelt” departed Pass Christian with members of the Parker family, Alexander, and “the head of the Department of Applied Ornithology, National Association of Audubon Societies” Herbert Keightley Job (1915, p. 138). Job also served as photographer for the expedition and supplied the images that Roosevelt later used in a March 1916 *Scribner* article. At least two vessels were utilized by the expedition including the Audubon Society’s *Royal Tern*. A remarkable short newsreel recorded in June 1915 entitled *Roosevelt, friend of the birds* is available for viewing at the LOC. The associated finding aid introduced the historic reel in this manner.

A narrative of TR's role in bird preservation which includes factual footage taken on his visit under the auspices of the National Audubon Society to bird sanctuary islands off the coast of Louisiana, June 1915. Mating habits and domestic life of snowy egrets and their plunder by hunters are dramatized. Scenes of egrets’ nest and the hunt, kill, and plucking of birds serve as the prologue to depiction of TR as bird preservationist. Views of TR and John M. Parker, leader of the Louisiana Progressive party, aboard the Audubon Society's boat, the *Royal Tern*; views of TR standing in marshes, with what is perhaps the Louisiana Conservation Commission yacht in background. Herbert K. Job, photographer for the expedition and noted ornithologist, appears on the beach with his camera; TR examines eggs and talks with other members of the expedition: a man who is probably J. Hippolyte Coquille, a local photographer; M. L. Alexander in light pants, president of the Louisiana Conservation Commission; John Parker, with his back to camera; and game warden William Sprinkle. Additional scenes of TR exploring island and observing birds along beach and views of a variety of shore birds including royal terns, black skimmers, laughing gulls, brown pelicans, blue herons, and egrets. (Roosevelt, 1924)

At this date [June 1915], several USACE vessels operated near the project areas according to *The Forty-Seventh Annual List of Merchant Vessels*. The contemporary value ranged significantly from a low of \$2,250 (*General Reese*) to a high of \$520,000 (*New Orleans*). Subject watercraft are detailed in Table 24.

Table 24. Federal vessels

Name	Class	Tonnage	Length	Built	Employed
<i>C. Donovan</i>	Steam tug	180	95	1895	Gulfport
<i>Benyaurd</i>	Hopper dredge	2,978	271	1900	The Passes
<i>General Reese</i>	Steam launch	29	48	1876	The Passes
<i>New Orleans</i>	Dredge	4,425	315	1912	SW Pass
<i>Picket</i>	Survey boat	32	52	1905	SW Pass
<i>Teche</i>	Steamer	90	100	1911	New Orleans district
<i>Tonty</i>	Steam yacht	120	96	1880	The Passes
<i>Utacha</i>	Tug	43	62	1878	South Pass
<i>Sabine</i>	Hydraulic dredge	750	137	1901	Sabine Pass

Federal vessels operating in vicinity of project areas, ca. June 1915 (U.S. Bureau of Navigation, 1915, pp. 448-449).

10.4 The Hurricane of 16–17 August 1915

U.S. Lighthouse Service records revealed that several light and range stations along the Louisiana coast were impacted by the 16/17 August 1915 hurricane. A contemporary image presented by McDougal (2014, p. 88) in *Lighthouses of Texas* clearly showed the extensive damage to the Sabine Bank lighthouse specifically “the loss of the galley, railings, and roof, as well as the davits and the station boat.” Unconfirmed reports suggested that the tower “was partially destroyed” and that “no lights were burning” as of 21 August 1915 (San Antonio Express, 1915, p. 2). Photographs (Figure 84) taken by the lighthouse service in the aftermath of the late summer cyclone verified damage. A contemporary Port Arthur source related that “the fishing boat *Glide* was broken to pieces on the west jetties at Sabine Pass during the storm,” but the crew was fortunately rescued. Published under the headline “Tales of Wreck Brought In,” the San Antonio Express (1915, p. 2) advised its readers of another marine casualty as such

Captain Patterson of the tank steamship *Texas* reported on arrival here [Port Arthur] today [21 August] that August 18 he sighted in latitude 28.55, north, longitude 92.24, west, an unknown submerged vessel with two masts.

10.5 The Wreck of the Schooner *John W. Dana* (8 December 1915)

The captain and crew of the American schooner *John W. Dana* of Boston were towed to this city in an open boat early this morning by a power fishing smack and reported their vessel had sunk Wednesday [8 December] night four miles south of Chandeleur Island, 25 miles south of Gulfport. The *Dana* was loaded with asphalt from Brighton, Port of Spain, and schooner and cargo were valued at about \$26,500. The captain said a mistake in judging the lights from the Chandeleur light house caused the schooner to strike the rocks. *John W. Dana*, a schooner of 556 tons, was built in 1900. She was owned by Rogers & Webb of Boston (Boston Daily Globe, 1915, p. 18).



Figure 84. Sabine lighthouse damage in eight service photographs taken 24 August 1915. (Courtesy of NARA.)

10.6 The Status of Regional Navigation Aids Ca. 1916

The 1916 *United States Coast Pilot* [Section E: Key West to Rio Grande] provided critical contemporary navigational advice embracing the entire project area. Information was furnished to the U.S. Coast and Geodetic Survey (USC&GS) publication by the USACE, the Lighthouse Service, and by numerous “local authorities.” Aids to navigation data [corrected to 6 May 1916] serve to identify later submerged debris related to storms, gales, and/or tidal action. The study referenced the Mississippi Sound to Galveston Bay sweep with this cautionary remark.

[T]he bottom is sand and silt, with several shoals lying well offshore, which change to some extent with severe storms; with the variable currents which are often encountered they are a serious menace to the navigator passing near them. (U.S. Coast and Geodetic Survey, 1916, p. 27)

The 1916 *United States Coast Pilot* description of Chandeleur and Breton sounds, the Chandeleur lighthouse, and local vessel traffic stated that:

Chandeleur Islands form the eastern boundary of Chandeleur Sound. They are a narrow, crescent-shaped chain of low islands, beginning 10 miles southward of Ship Island and extending in a general south by west direction for a distance of 23 miles. South-westward from these islands are Errol Island, at a distance of 2 miles, and Breton Island, 8 ½ miles beyond Errol Island. These mark the eastern limit of Breton Sound. Vessels of less than 11 feet draft bound from Mississippi Sound to Mississippi River can pass through these sounds and have smoother water than by passing eastward of the island. Chandeleur lighthouse, at the northerly end of the Chandeleur Islands, is a pyramidal, skeleton structure, painted black and brown. The light is flashing red (light 0.5 second, eclipse 9.5 seconds), 99 feet above the water, and visible 16 miles. The western shore of both sounds is a network of marshy islands separated by shallow bayous and bays. The land is all low and is submerged on extremely high tides, in some place nearly to the banks of the Mississippi River. Several shallow canals lead from the southern part of Breton Sound to the river bank, but only one of them, Ostrica Canal, leads into the river. These canals are used by the large fleet of oyster boats [Figure 85] operating in the sound to deliver their catch at the canneries and packing houses on the river bank. (U.S. Coast and Geodetic Survey, 1916, p. 102)

In its discussion of Sabine Pass, this 1916 report remarked that “considerable foreign and domestic commerce in crude, petroleum [and] refined products such as cotton, cottonseed lumber, grain, and rice” moved down the Sabine river from Port Arthur [Texas] to the Gulf (U.S. Coast and Geodetic Survey, 1916, p. 127). Likewise, these same commodities plus sulphur [sic] were exported from the Town of Sabine [5.4 miles above outer end of the jetties at Sabine Pass].

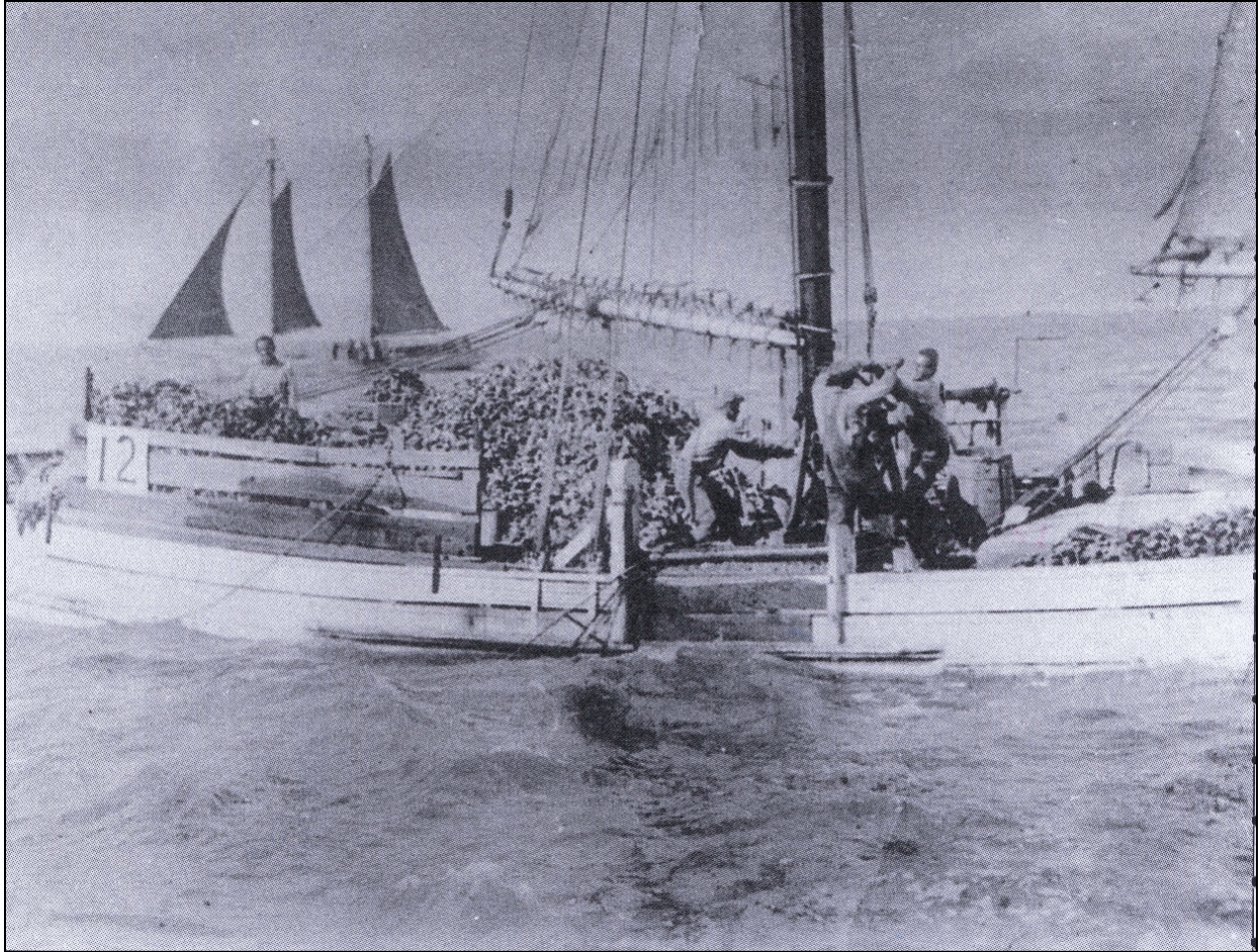


Figure 85. Photograph of oyster schooner “captured in the act of winching an oyster dredge from the Gulf”, ca. 1920.

(Courtesy of Dr. Val Husley.)

10.7 The Great Storm of 5–6 July 1916

Under the command of Lieutenant J. F. Hottell, the USCG cutter *Tallapoosa* attempted to ride out the hurricane of 5–6 July 1916 at its “usual Mobile berth” (Army and Navy Register, 1916, p. 146). The rapid introduction of “shipping of all sorts” and the subsequent wrecking of the wharf, however, forced Hottell to remove his cutter to another location. In the aftermath of the destructive storm, Hottell first assessed the condition of the “neighborhood” and then elected to communicate with “incoming steamers” before heading out over the formerly impassable bar on the morning of 8 July 1916. At this time, the *Tallapoosa* navigated

... toward Ship Island, the storm center having passed in that locality. From Ship Island the course was laid to inspect the Chandeleur Island [Figure 86; Figure 87]. Various vessels were spoken, some of them disabled, but in no need of help . . . [eventually] the *Tallapoosa* directed its attention to a derelict of which it had obtained information. She was bottom up and a very dangerous structure in the track of vessels between New Orleans and Mobile. A mine was placed and the spars and rigging attached to the bow were cleared and shattered. The heavy tow line was made fast by means of a chain strap through a hole in the forward

part of the keel. An improvised thimble, made by the eninger's [sic] force out of two-inch pipe, was used to protect the line, there being no thimble or shackle large enough the in the ship's outfit. (Army and Navy Register, 1916, p. 146)

10.8 The Shipwreck of *Emma Harvey* (5–6 July 1916)

A cryptic message enclosed in a glass bottle “hurried preparations . . . to outfit a searching party” on 4 August 1916 to look for the missing *Emma Harvey* (New-York Tribune, 1916, p. 4). Found near Gulf Shore, the note simply read “Help! On an unknown island. George Duggan and crew” (New-York Tribune, 1916, p. 4). After being identified by Captain Duggan's relatives as his handwriting; hope prevailed that the lumber schooner's crew were “marooned on an island of the Chandeleur group” (New-York Tribune, 1916, p. 4). Before being found much later off Santa Rosa Island, a New York paper remarked that

The Emma Harvey was lost in the great storm that swept the Gulf of Mexico a month ago. It is believed she was wrecked on one of the Chandeleur islands, of which there are twelve. Marine men say the schooner's crew could have survived on sea food [sic], which is abundant among the islands. (New-York Tribune, 1916, p. 4)

Writing for the September 1916 issue of the *Marine Review*, H. H. Dunn touched on the losses of the *Emma Harvey*, the schooners *Mary G. Dantzler* [cargo of phosphate rock] and *Champion*, the Norwegian ship *Ancenis*, four-masted barkentine *John W. Myers*, and pilot boat *E. E. Barry*. With respect to the last three all ashore at Ship Island, the *Ancenis* (valued at \$150,000) was declared “a complete wreck,” while the other two received substantial damages (Dunn, 1916, p. 313). Although no details were provided for the specific project sites, the author alluded to probable destruction in desolate sparsely populated areas as such

Loss to shipping on the American coast of the Gulf of Mexico caused by a storm the early part of July will reach \$1,500,000 at the lowest estimate . . . the first real force of the hurricane exerted itself at Pensacola. Passing westward, Mobile, Pass Christian, Gulfport and Biloxi, with all the intermediate small ports and Ship Island were forced to bear the brunt of the Caribbean sea gale. Fishing and oyster fleets at the mouth of the Mississippi river, still further westward, also suffered, more than 40 boats being piled at one time in the marshes extending from Pilot Town some 20 miles up the river . . . The total loss of life along the coast probably never will be known; especially in the isolated fishing villages, where the only connection with the outside world is by boat, but it must reach into the hundreds. (Dunn, 1916, p. 313)



**Figure 86. View of Chandeaur Light Station wharf damaged during July 1916 hurricane.
(Courtesy of NARA.)**



Figure 87. Damage to Chandeleur lighthouse outbuildings, July 1916.
(Courtesy of NARA.)

Just days before the subject hurricane struck, the U.S. Coast Artillery was reorganized “under the national-defense act” and modified the composition of detachments “from the coast defenses of Pensacola to the coast defenses of New Orleans” (Army and Navy Register, 1916, p. 51). At this date, the U.S. Army transport *Sumner* was docked at Port Tampa with “600 refugees from Vera Cruz” poised to sail to New Orleans, where the vessel would pickup 200 Porto Rican refugees [from Progresso, Mexico]” (Army and Navy Register, 1916, p. 51). From the Louisiana port, the *Sumner* would then proceed to San Juan, where it is assumed that the entire group of refugees would disembark (Army and Navy Register, 1916, p. 51).

During this period, military publications confirmed that the U.S. government commenced to favor oil-burning engines over less efficient steam installations. While stationed at New Orleans during summer 1916, the USCG cutter *Davey*’s steam power plant was modified with an oil fuel installation. Service records indicated that “She is now a much more efficient craft when burning oil than formerly, as her steaming radius has been considerably increased” (Army and Navy Register, 1916, p. 274).

In late August 1916, an innovative method to fumigate quarantined vessels was studied by the U.S. Public Health Service. Before taking charge of the Mobile Quarantine Station, Surgeon T. J. Liddel traveled to New Orleans where he and other medical personnel observed cyanide gas experiments prepared to eradicate deadly bacteria, etcetera (Army and Navy Register, 1916, p. 306). More far-reaching maritime news that impacted the project areas [and the country at large] were revealed by a U.S. Navy appropriation bill signed by President Woodrow Wilson on 29 August 1916 (Army and Navy Register, 1916, p. 293). The spirit of the bill;

. . . carries the authorization for the great three-year building program, which includes ten battleships, six battle cruisers, ten scout cruisers, fifty destroyers, nine fleet submarines, fifty-eight coast submarines, three fuel ships, one repair ship, one transport, one hospital ship, two destroyer tenders, one submarine tender, two ammunition ships, and two gunboats (Army and Navy Register, 1916, p. 293).

By mid-December 1916, U.S. Navy vessels stationed [published roster] at New Orleans included the cruiser *Castine*, the destroyer *Smith*, *General Samuel M. Mills*, cruiser *Wheeling*, destroyer *Lamson*, and the destroyer *Monaghan* (Army and Navy Register, 1916).

10.9 The Salvage of the Shipwreck *Avenger*, July–August 1916

As of 1 July 1916, the wrecked *Avenger* was relatively positioned on Chandeleur Island where the Norwegian bark grounded on 19 January 1904. Before “the great storm of July 5, 1916,” the Lenoir Machinery & Wrecking Company of Mobile contracted with a George J. Santa Cruz “to raise and deliver her at Mobile” (Nauticus, 1918, p. 251). Cruz was in fact acting for the owners in this curious salvage operation. The *Avenger* was eventually lifted and transported to Mobile but not before a convoluted series of events delayed the recovery. The shipping journal *Nauticus* (1918, p. 251) reported that “[w]hile the contractors were preparing to begin work, the great storm of July 5, 1916, destroyed the barge which was to have been used in the work and necessitated additional arrangements.” Santa Cruz claimed that the salvage contract was now forfeited and “notified [the] salvors to discontinue their efforts to save the ship” (Nauticus, 1918, p. 251).

The contractors [or others] resumed work, however, and after successfully raising the *Avenger*’s hull and delivering the same to the Mobile River demanded \$20,000 (Nauticus, 1918, p. 251). The remuneration claim “was refused, and libel was instituted,” with the district court later ruling that;

[T]he *Avenger* was worth \$50,000 delivered in the Mobile River and that libelants in their efforts to perform the service lost a barge worth \$4,000 and made expenditures to the amount of \$10,000. There was evidence that the salvaged vessel was in an exposed place and that there was considerable danger to the barge and appliances used in the salvaging. The

Court treated the contract as canceled and made an award under the general maritime law of \$17,500. This judgment was affirmed by the Circuit Court of Appeals. (Nauticus, 1918, p. 251)

A follow-up story published by Nauticus (1918, pp. 251-252) in its regular "In the Courts" column added a synopsis of the ensuing litigation in this way.

On appeal by the Bisso Towboat Co., the U.S. Circuit Court of Appeals (Fifth Circuit) has reversed a decree of the District Court (S.D. Ala.) dismissing a libel against the ship Avenger, W. B. Gillican owner, on account of alleged breach of a salvage contract. The ship Avenger was lying on Chandeleur Island, where she had lain for years, and her owner and the Bisso company made a contract providing that she be floated and delivered at Mobile within 60 days, with a provision for an extension of 30 days, if satisfactory had been made in the work. The contract was on a 'no cure, no pay' basis. The towboat company entered upon the work and dug a channel 2,220 ft. long, through which to float the ship, but failed to float the ship within the stipulated 60 days, and the owners declined to grant an extension. The ship was afterwards floated by other salvors under a similar contract, who made use of the channel dug by the Bisso people.

Case law abstracting "The Avenger. Gillican v. Lenoir Machinery & Wrecking Co." published in the *Federal Reporter* (1918, pp. 23-24) suggested that the wrecking company expended "\$85,000" and also offered other information as such:

Two substantial issues were made by the evidence. Defendants claimed that the hull had been injured by the pounding of the libelants' barge against her sides. Libelants claimed that the injury to the hull had occurred prior to the time of the storm which had destroyed the barge, and suggested that the damage had been occasioned by the washing out of the sand at the ends of the vessel, leaving a bank of packed sand, upon which the hull had pounded, the dent resulting. The District Judge held that the injury was not caused by the barge, and evidence would not justify a reversal of this finding. The other issue was with reference to the value of the salvaged vessel. Claimants insist[ed] that it was not worth more than \$20,000. Libelants introduced evidence of value as high as \$75,000. There was also evidence to the effect that, by the expenditure of \$85,000, the vessel had become worth from \$150,000 to \$225,000.

An article entitled "STORM MOVES ISLAND AWAY: Ship Salvaged After Water Is Made Deeper by Freak Effect" published in late summer 1916 verified that the Norwegian bark was finally towed to Mobile, Alabama. The Washington Post (1916, p. 5) related that,

The dismasted ship Avenger, sunk for eleven years off Chandeleur Island, has been brought into Mobile, where her owners will have \$75,000 in repairs made upon the vessel. Nine attempts had been made to float the Avenger. When the last one seemed to have failed, the storm of July 5 struck Chandeleur Island. Before the storm the Avenger was in 3 or 4 feet of water. After the storm the vessel was in 12 feet, the island having been moved further away. The freak of the storm, mariners say, made possible the salvaging of the Avenger.

On 14 December 1916, W. B. Gillican applied to the U.S. Department of Commerce to transfer registry (and rename) the "foreign flag" [Norwegian] *Avenger* to the American bark *John H. Kirby*. This complicated domestic application process linked to international issues was required due to the "Act of February 24, 1915" in relation to "Repaired Wrecks." As of 16 March 1917, it appeared that the transfer was still in limbo (Congressional Record, 1917, p. 88). Scheib (2000, p. 147) related an anecdote related to the *Avenger* shipwreck, which "made Ripley's 'Believe It or Not' column." Unusual on its face alone, the description of the salvage attempt at the onset of The Great War, "when every available ship was sorely needed" was curious to most people familiar with the case.

10.10 Contemporary Shipping

In early January 1917, the British steamer *Pinna* called at Port Arthur and quickly proceeded to accept a cargo of oil. Before this entry, the vessel initially departed from London “for a voyage to Mexico and usual trading limits” with the intention to return to the United Kingdom within one year (Nauticus, 1918, p. 348). After an interval of some 24 hours, the steamer headed for New Orleans but not before several crewmen demanded excessive wages after consulting a Port Arthur seamen’s union and declined to re-board *Pinna*. As a consequence, the seamen hired an attorney to libel the steamer and the captain “logged all the libellants as deserters” (Nauticus, 1918, p. 348). The resultant case heard before a Louisiana court reaffirmed the historic 1915 Lloyd-La Follette Act (rights for merchant mariners). The relevance of this particular case, and its outcome, shed light on complicated maritime issues in play with foreign shipping that navigated in Gulf waters.

In the following summer, the U.S. steamer *Hydrographer* was used by the USC&GS to survey the Louisiana and Mississippi coasts. On 7 July 1917, Captain H. A. Seran departed New Orleans aboard the vessel to continue work previously initiated in the Mississippi Sound. Cable-laying expeditions were taking place in the sound during the summer employing cutting-edge technology. A Mississippi paper commented on the exciting project by mid-autumn 1917 with this short notice.

Manager E. E. Colmer said this morning that the cable for the telephone line to Chandeleur Island had been shipped and was now en route to Gulfport. Upon its arrival it will be laid, giving Gulfport connection with Chandeleur and Ship Islands The cable is for the benefit of the government but will be used for commercial purposes. (Gulfport Daily Herald, 1917, p. 4)

Details regarding the salvage of the schooner *Laguna*, previously mentioned, showed up in Lumber Trade Journal published in August 1917. The New Orleans based journal remarked that

The Salmen Brick & Lumber Company, with offices in the Whitney Central building and manufacturing interests at Slidell, has purchased the three masted schooner *Laguna*, which has been undergoing repairs at Biloxi after being floated off Chandeleur Island. It went ashore on that island during the hurricane of July 5, 1916. The vessel is to be put in the general cargo trade by that company for the transportation of its own products between Slidell and the West Indies and Central American points. (Lumber Trade Journal, 1917, p. 32)

Several other matters, related to regional shipping, were addressed in the same column entitled “General Items of Interest in New Orleans” (Lumber Trade Journal, 1917, p. 32). Facts related to officials of Salmen Brick & Lumber Company negotiating lumber deals with Central American and Mexican [Campeche] buyers; and a visit to New Orleans by General Fatjo [sic] of Santiago, Cuba to discuss lumber trade were discussed. In addition, the activity of a businessman closely associated with marine construction near the Chandeleurs and Sabine Pass was mentioned as such

Henry Piaggio, well known exporter of lumber with headquarters at Gulfport, Miss., and an office at Orange, Tex., passed through New Orleans rather hurriedly last week enroute to Orange to investigate a fire that destroyed a new wooden vessel launched recently and which was taking on a cargo of lumber for Italy. Mr Piaggio said he had no particulars other than what was contained in the press dispatches and a telegram announcing the destruction of the boat through supposedly incendiary means. Mr. Piaggio is also extensively engaged in the building of wooden vessel at Orange, Beaumont and Biloxi. (Lumber Trade Journal, 1917, p. 32)

With no fanfare, Lumber Trade Journal (1917, p. 38) reported to its readers that “a steel bridge” would be built across the Sabine River at Orange; “and thus make it possible to cross over into Louisiana from Texas, and vice versa, without using ferry.” Editors of the New Orleans journal surmised that this structure would certainly enhance “industry and agriculture on the Louisiana side of river;” long steeped in boundary disputes, political and military actions, and intrigues (Lumber Trade Journal, 1917, p. 38).

The second September edition of the same journal (1917, p. 27) further commented on the Piaggio shipwreck affair, which basically related that the burned hull of the four-masted schooner *City of Orange* had “been raised from the bed of the Sabine river [sic] and all [of its] machinery taken out.” After being overhauled, the salvaged machinery was scheduled to be placed into other vessels at the Piaggio shipyard, and the hull of the former schooner was “to be taken and remodeled and converted into an oil carrying barge” (Lumber Trade Journal, 1917, p. 27).

At the same time, Piaggio’s shipyard [International Shipbuilding Company] at Pascagoula was laying down three keels while Dierks-Blodgett yard commenced construction of three keels there also (Lumber Trade Journal, 1917, p. 27). In Gulfport, the Gulfport Ship Building Company was working on at least two keels associated with a Federal marine contract (Lumber Trade Journal, 1917, p. 27). Back over near Sabine Pass, Howland & Nelson shipyard [Beaumont] had recently launched its “second ocean going ship” for “outside interests,” which was valued at \$200,000 and boasted “auxiliary engines” (1917, p. 27).

These larger sea-going vessels relied on the Sabine Bank light, and by this date, photographs taken by Federal personnel confirmed that the tower had been “cleaned up and repaired.” Overhauls included “replacement of several iron plates that had been torn away from the galley floor as well as on the main tower above the gallery roof” (McDougal, 2014, p. 88). A strong hurricane that struck the region, during 1919, “severely damaged” the tower again. It appears that by the later date, former Chandeleur assistant keeper Albert Modawell had been promoted to the more prestigious office of “keeper” at Sabine Bank (McDougal, 2014, p. 88).

Lumber Trade Journal (1917, pp. 22–26) provided a staggering summary of Sabine district exports furnished by the Port Arthur headquarters for the eight-month plus period commencing 1 January 1917. With respect to “EXPORTS OF BOARDS, DEALS, PLANKS, JOIST, AND SCANTLINGS,” trading partners for this term [and for calendar 1916] were identified as the United Kingdom, Denmark, France, Italy, Netherlands, Norway, Spain, “Other European Ports,” Canada, Central America States and British Honduras, Mexico, Cuba, “Other West Indies and Bermuda,” Argentina, Brazil, Peru, Uruguay, “Other South American Ports,” China, Australia, Philippine Islands, Africa, and “To Other Countries” (Lumber Trade Journal, 1917, pp. 22–26).

10.11 Prosecution of the War Effort

In mid-August 1917, U.S. Navy secretary Josephus Daniels “recommended to Congress that an additional \$1,000,000,000 be appropriated to enable the Government to build more destroyers and submarine chasers, and expedite the construction of those under construction” (Our Navy, 1917, p. 21). At that date, the emergency funds granted to the U.S. Navy in March 1917 totaling \$115,000,000 had been spent. By late summer 1917, the course of the global conflict prompted U.S. military experts to expand and expedite the construction of “additional destroyers and other small craft especially designed to cope with the submarine” (Our Navy, 1917, p. 21) .

During October 1917, new training stations and aviation schools were set up at three Gulf sites (New Orleans, Gulfport, and Pensacola) that included “general detail” depots and instruction facilities for reservists and U.S. Navy volunteers (Our Navy, 1917, p. 53). Civilian aircraft and watercraft became available by this date for use by Naval commanders at Eighth District ports including Pensacola, New Orleans, and Galveston (Our Navy, 1917, p. 53). Lumber consigned by the U.S. government was mentioned by the New Orleans journal and details follow.

One and one-half million feet of a government order for yellow pine lumber has arrived here and has ben [sic] stored awaiting the arrival of a vessel. The destination of the lumber has not been given out but it is destined for United States uses somewhere in Europe or the United States itself. It is understood that the government proposes to handle a large number of lumber shipments through this port. (Lumber Trade Journal, 1917, p. 33)

10.12 The Naval Stores Export Boom during World War I

At the onset of the 20th-century, *Avenger*'s owner W. B. Gillican was known as one of the region's principal “naval stores operators, [and] was in business near Bay St. Louis” (Hickman, 1962, p. 132). In January 1918, Gillican and long-time partner Buckner Chipley “acquired an interest in the Union Naval Stores Company,” and reorganized that entity into the “New Orleans Naval Stores Company” (Lumber Trade Journal, 1918, p. 34).

In the preceding month before this note-worthy acquisition [December 1917], at least 1740 standard barrels of rosin were exported from New Orleans to these countries; British Honduras (5 barrels), Costa Rica (140), Cuba (1074), Columbia (70), Ecuador (140), and Panama (311). For the same period, 6247 gallons of turpentine were shipped to Guatemala (30), Mexico (40), Cuba (6100), Honduras (27) and Panama (311) (Lumber Trade Journal, 1918, p. 34). By 31 January 1918, an astonishing 37,600 barrels of rosin was sold in New Orleans “by one company” in just 10 days. Lumber Trade Journal (1918, p. 34) remarked that “A movement is now well under way to make New Orleans the great port of export following the war.”

Naturally, the New Orleans-based magazine stayed up to date on the activities of regional shipyards, which constructed many of the vessels carrying traditional cargoes of lumber, staves, etc., and “newer” export commodities such as rosin and turpentine. In its 1 January 1918 edition, Lumber Trade Journal (1918, p. 19) highlighted major Gulf ongoing and pending projects ranging from Mobile to the cities of Orange and Beaumont. Let contracts included “18 vessels of both the composite and all steel types” at Mobile, 14 steel vessels (6,500 to 9,500 tons) and 30 wooden vessels at Pascagoula, a 24-hour operation using six ways “for wooden ships” for the U.S. government at Morgan City, 19 “ships” at six shipyards in Beaumont, and the most recent launch at the Piaggio yard at Orange; the *City of Gulfport*.

At the midpoint of the global conflict, “the majority of [American] sailing vessels” were employed on the Gulf and Atlantic Coasts “as tramps, being chartered for a voyage or a longer period” (Riegel, 1921, p. 12). In fact, a comparison of sail tonnages for 1906 and 1916 confirmed a dramatic decrease among 10 tonnage classes [“5–49” to “5000 & up”]; 1,704,276 and 1,171,174 respectively (Riegel, 1921, p. 12). The number of American sail watercraft in 1906 totaled 7,131 and by 1916, the number dropped to 3,002.

In each base year, the greatest number of sail fell into the “5–49” tonnage class; and this quantity was 4,255 for 1906, and only 1,337 for 1916 (Riegel, 1921, p. 12).

An interesting vessel arrived at New Orleans during late summer 1918 and remained stationed off Louisiana [and Sabine Pass] until ca. 1963. Owing to its long-term association with two project areas, the abstract of the 136-ton, 92-foot *Asher J. Hudson* (Figure 88) presented by the Naval History Heritage Command (n.d.) database follows.

The iron-hulled, single-screw steam tug *Asher J. Hudson*, completed in 1891 at Camden, N.J., by John H. Dialogue and Sons, was inspected in the 8th Naval District on 1 July 1918 and, on the 24th, was ordered taken over by the Navy. Accordingly acquired from the Alabama Coal Transport Co. of New Orleans, La., *Asher J. Hudson*, classified as SP-3104, was commissioned at the Naval Station, New Orleans, on 1 August 1918, Ens. Alva Carlton, USNRF, in command. The tug stood downriver from New Orleans on the following afternoon and reached her assigned section base at Burrwood, La., on the morning of the 3d. That afternoon, she tried out her recently installed minesweeping gear and, on the 5th, swept the approaches to the southwest pass of the Mississippi River, in company with *Barnett* (SP-1149). During the remainder of August, *Asher J. Hudson* conducted five sweeps, in company with *Barnett*, of the important passes of the shipping lanes leading to the ‘Father of Waters.’ *Asher J. Hudson* maintained this routine of sweeping and patrol operations through the armistice of 11 November 1918 that stilted the guns of World War I, interspersing her active periods with upkeep at the section base of Burrwood or the naval station at New Orleans. Detached from the ‘minesweeping flotilla’ of the 8th Naval District on 6 December 1918, *Asher J. Hudson* was relegated to the simple duties of a district tug. Records indicate that the vessel-classified as YT-37 on 17 July 1920 during the fleet-wide assignment of alphanumeric hull designations-sank on 28 October 1920 from an undetermined cause while alongside a pier at the naval station at New Orleans. Although she was raised later and renamed *Yuma* on 24 November 1920, she apparently never resumed active service. Listed as decommissioned on 30 March 1921, *Yuma* was sold to the Crown Coal and Towing Co., New Orleans, on 5 August 1921. Her name was simultaneously struck from the Navy list. Reverting to her original name, *Asher J. Hudson*, the tug performed towing services for another three decades, first with the Crown Coal and Towing Co., and later with the Sabine Towing Co., of Port Arthur, Tex. Her name disappeared from merchant registers about 1963.

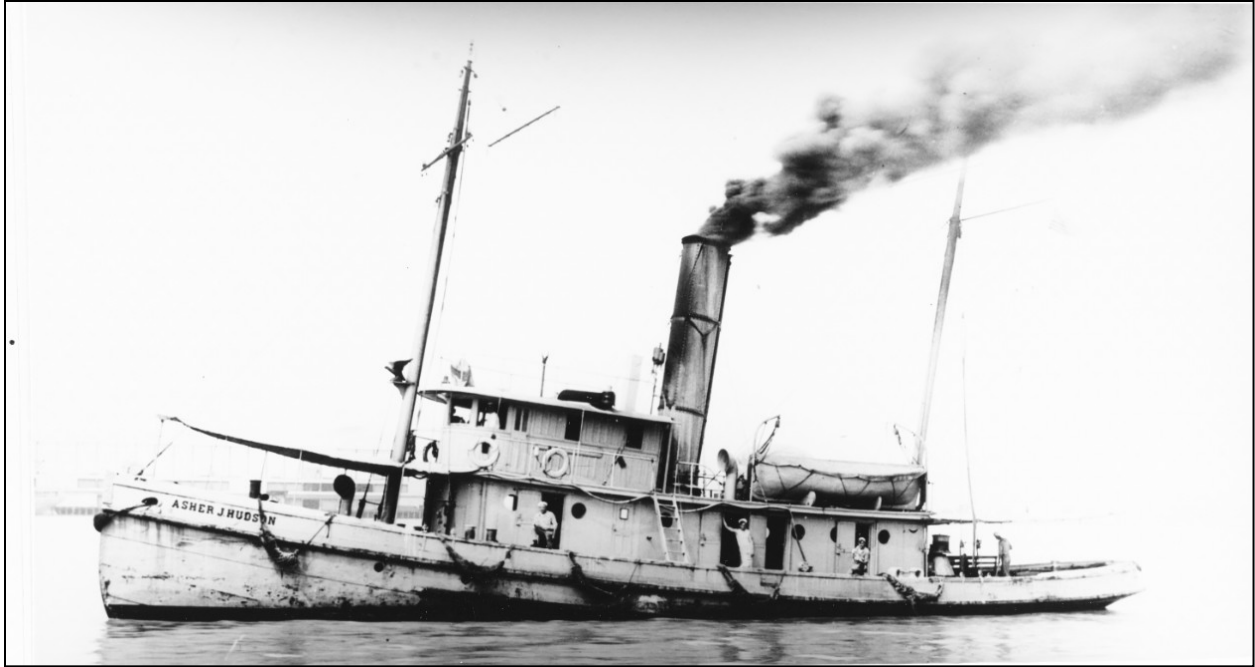


Figure 88. Asher J. Hudson (SP-3104) at New Orleans, ca. 1918.

“Note the carved eagle on the foremast, just forward of the bridge, a typical decoration for craft of that type at that time”.

(Courtesy of Naval History and Heritage Command.)

11. Postwar Maritime Issues and Shipping

The U.S. commissioner of lighthouses remarked on the recent “Repair of Sabine Bank Light Station” during 1919; specifically touching on losses sustained there some years earlier. Over \$15,000 was expended “from special funds provided for repairing and rebuilding aids to navigation, Gulf of Mexico, destroyed by [the last major] hurricane”. (U.S. Department of Commerce, 1920, p. 772) The report recapped the 1915 damages in this way.

The hurricane of August 16-17, 1915, washed the hatches off the main gallery floor about 26 feet 6 inches above mean high water, flooding the cellar. The main gallery roof, the supporting stanchions, and some of the gallery footplates, also the water-closet and landing ladder and hatch on the east side, both boats and one pair of davits, and several plates of the main tower above the gallery roof were carried away. Extensive repairs were required to replace this damage and to make the station proof against similar destructive effects of future storms, so far as possible. (U.S. Department of Commerce, 1920, p. 772)

Before 20 May 1919, the “master of the Elm Leaf” reported the existence of a dangerous shoal located four miles, 163 degrees from the Sabine Bank east end gas and whistle buoy (U.S. Hydrographic Office, 1919, p. 547). A frequent visitor to the Gulf, the British steamer was later embroiled in a sensational mutiny case during 1920. As it anchored off Good Hope, some 15 miles above New Orleans, 11 “Chinese sailors were shot . . . as result of a pitched battle [on 2 November] on the afterdeck. (Washington Herald, 1920, p. 10) A District of Columbia paper commented that

Federal authorities said telephoned reports were that the Chinese were placed under guard after threats to go ashore without leave. Twenty-four, all crew members, waited . . . when only two guards were on duty, and attacked with knives, machetes and clubs. Several hundred shots were fired in the ensuing battle, it was reported, when the boat officers went to the guards’ assistance. Two of the Chinese were believed mortally wounded; the others were being brought to the United States Marine Hospital. (Washington Herald, 1920, p. 10)

“Marine Insurance Notes” published by Daily Telegraph related on 18 September 1919 that the ship *Palafox* was “in distress” off Chandeleur Island. The London newspaper commented that a Gulfport-based tug was dispatched to assist the American vessel, which carried “a cargo of mahogany” (Daily Telegraph, 1919, p. 3). In related news, the 6045-ton *Bayronto* that recently departed Galveston for Marseilles, France was abandoned off Key West on 11 September due to hurricane force winds and seas. (Daily Telegraph, 1919, p. 3)

Lloyd’s shipping advice, for the same period, identified numerous vessels navigating in the project areas or vicinity, as follows; American *Copperfield* (cleared Mobile), Lamport *Camoens* for New Orleans, *Rathlin Head* (cleared New Orleans), and *Lake Largo* (cleared New Orleans). (Daily Telegraph, 1919, p. 4) At this time, the 4,200-ton “non-sinkable steel ship” *Gauchy* was launched at the New Orleans shipyard of Foundation Company of New York for the French government (Dabney, 1921, p. 29). By year’s end, over 3,000 American and foreign vessels had entered/cleared the port of New Orleans. Of that total, 1,706 American vessels were cleared for foreign ports as compared to 426 clearing for coastwise trade.

In July 1920, Secretary of the Navy Josephus Daniels provided an account of U.S. naval vessels identifying watercraft listing their current “home yard” at New Orleans. The extensive cruising grounds of the majority extended to duty stations at Cuba, Santo Domingo, Haiti, and the Virgin Islands [purchased 1917 by United States]. Two patrol vessels [*Eagle 43* and *Eagle 53*] reported to the Pensacola Naval Air Station. The entire list included; destroyers *Number 332*, *Sumner*, *Number 332*, *Number 335*; patrol vessels *Eagle 4*, *Eagle 43*, *Eagle 53*; submarine chasers *SC-62*, *SC-72*, *SC-156*, *SC-159*, *SC-165*, *SC-180*, *SC-190*, *SC-191*, *SC-214*, *SC-223*, *SC-252*, *SC-264*, *SC-443*, *SC-444*; patrol/gunboat *Wheeling*;

patrol/yachts *Vixen, Despatch*; auxiliary/oiler *Sara Thompson*; auxiliaries/fleet tugs *Allegheny, Montcalm, Osceola, and Potomac*. (U.S. Navy Department, 1920, pp. 15, 18-24)

A U.S. assistant surgeon general's synopsis related to interstate quarantine matters for fiscal years 1921 and 1922 offered relevant maritime advice (U.S. Public Health Service, 1922, p. 81). Specifically, A. J. McLaughlin commented that "plague suppressive measures" enforced at the Gulf ports of Pensacola, New Orleans and Galveston had successfully contained the scourge first documented during 1919, which was transmitted by interstate carriers [rail and waterborne]. (U.S. Public Health Service, 1922, p. 81) McLaughlin further added that

Quarantine restrictions for the prevention of both the introduction and the exportation of plague by ships were strictly enforced. Cheerful compliance and full cooperation by the New Orleans Steamship Association, the various individual agents, and master and owners of vessels was the rule The personnel of the quarantine division [average of 90] was adequate to meet the port requirements and competent to fumigate eight average-size vessels each day. Maritime commerce was interfered with as little as possible. (U.S. Public Health Service, 1922, p. 82)

In his own contribution to the Federal report, Assistant Surgeon General R. H. Creel suggested that "a well-equipped quarantine station should be provided at Sabine Pass," due to the brisk commercial activities conducted at the nearby Texas ports (U.S. Public Health Service, 1922, p. 146). This improvement would enhance the already established inspection station there, whose force supervised fumigation of vessels inbound from "so many foreign ports where quarantinable [sic] diseases prevail" (U.S. Public Health Service, 1922, p. 146). A ca. 1920 photograph, showing a variety of vessel types near Sabine Pass, confirmed Creel's assessment (Figure 89). Government vessels operated at Sabine Pass in the subject study were identified as the gasoline launches *Willie Hobby* and *Everitt Sherrill*. (U.S. Public Health Service, 1922, p. 165) "Floating Equipment," namely, "Launches, secured from the Army and Navy, were added" to the New Orleans inventory in this period. (U.S. Public Health Service, 1922, p. 144) The *Fifty-Third Annual List of Merchant Vessels of The United States* identified watercraft exclusively assigned to Gulf quarantine duties as of 30 June 1921. Details are shown in Table 25.

Table 25. Federal quarantine service

Name	Station
<i>Alice</i>	Galveston
<i>Everitt Sherrill</i>	Sabine
<i>Felicien</i>	New Orleans
<i>Genevieve</i>	Pensacola
<i>Helen</i>	Biloxi
<i>Killdeer</i>	New Orleans
<i>Kittiwake</i>	Gulfport
No name	Pensacola
<i>Orleans</i>	Tampa Bay
<i>Pelican II</i>	Tampa Bay
<i>Puffin</i>	Mobile
<i>Sandpiper</i>	Gulfport
<i>Sea Gull</i>	Boca Grande
<i>Sea Parrott</i>	Port Aransas
<i>Sea Way</i>	Galveston
<i>Willie Hobby</i>	Sabine

Federal vessels employed in quarantine duties (U.S. Bureau of Navigation, 1921, pp. 557–558).



Figure 89. Photograph of several vessels in the vicinity of Sabine Pass, ca 1920.

(Courtesy of McNeese State University, Frazar Memorial Library.)

Maritime “transactions,” reported by relevant GULF stations for fiscal year 1922 [ending 30 June], are shown in Table 26. Official statistics did not “include ‘local’ travelers, who, however, were subjected to cursory inspection” at border stations (U.S. Public Health Service, 1922, p. 147). In contrast, “Through travelers were given close examination” at U.S.-Mexico border stations (U.S. Public Health Service, 1922, p. 144).

Table 26. Quarantine transactions

Station	Vessels Inspected	Vessels Fumigated	Passengers or Crew Inspected
Galveston	914	148	33,209
Gulf	69	21	1,179
Mobile	473	126	11,759
New Orleans	2213	447	97,436
New Orleans City	---	757	---
Pascagoula	22	7	165
Sabine	918	380	29,427

Relevant Gulf quarantine transactions compiled for the year ending 30 June 1922 (U.S. Public Health Service, 1922, p. 147).

11.1 Postwar Petroleum Shipping

Although petroleum markets were depressed during late 1921, due to the encumbering “war tax” and high rail rates, “Movement of the Mexican Oil Fleet” for that period confirms relevant shipping. To just compare volume, proprietors, and routes, just vessels “A” through “C” entering and exiting the northern Gulf are identified. Subject watercraft were: *Albert E. Watts*, “10,600 cargo tons, Havana, Nov. 17, and Port Arthur, Nov. 27 and Dec. 6 and 15, three last deliveries to Gulf Refining Co., all cargoes from Tampico;” *Agwimoon*, “10,600 cargo tons, Port Arthur, Nov. 22, Dec. 5, and 12, to Gulf Refining Co., from Tampico;” *Agwisun*, “10,620, cargo tons, Texas City, Nov. 20, to Pierce Oil Co., from Port Lobos, and Port Arthur, Dec. 2, to Gulf Refining Co., from Tampico;” *A.C. Bedford*, “7874, Baltimore, Dec. 1, and New Orleans, Dec. 15, from Port Lobos;” *Bethelridge*, 7366, New Orleans, Nov. 23, and Boston, Dec. 10, both cargoes from Port Lobos;” *Baltic*, 5173, New Orleans, Nov. 29, from Tuxpam;” *Brilliant*, “1259 with barge Socony 89 (2052) Sabine terminals Magnolia Petroleum Co., Nov. 19 and 30, Dec. 10, from Tampico;” *Cerro Ebano*, “12,600 cargo tons, reported arriving at Norfolk Nov. 22 form Tampico; New Orleans, Dec. 4, from Tampico;” *Clement Smith*, 10,300 cargo tons, New Orleans, Nov. 18, 29, Dec. 12, from Port Lobos;” *C.A. Canfield*, “3869, New Orleans, Nov. 19, 30, to Mexican Petroleum Co., from Tampico;” *Chas. E. Harwood*, “1911, reported at Norfolk, Nov. 20 from Tampico; New Orleans Dec. 3, from Tampico;” *Cecil County*, “10,300 cargo tons, Port Arthur, Dec. 10, 18, Gulf Refining Co., from Tampico;” and *Cardium*, “3994, New Orleans, Dec. 5, from Tampico” (Oil Trade Journal, 1922, p. 97). A goliath tanker making its premier in the northern Gulf and making headlines prompted this January 1922 report.

The new tanker Tamiahua, owned and operated by the Morgan steamship line and which entered the Port of Galveston early in December [1921] with 70,000 bbls. of Mexican crude, was the largest oil tanker to make that port. The Tamiahua has a capacity of 132,142 bbls. and is one of the three largest tankers afloat, the other two being the John D. Archbold and the J. Harrison Smith of the Standard Oil Co. (N.J.). (Oil Trade Journal, 1922, p. 98)

Two vessels engaged in petroleum carriage during mid-December 1921 were involved in a marine casualty. Oil Trade Journal (1922, p. 98) commented that “Occidental, 10,000 cargo tons, Port Arthur, Nov. 23 and Dec. 1 and 12, to Texas Co., from Port Lobos. Last [movement of] Occidental, Mobile, Dec. 18, in drydock repairing bow damage resulting in collisions in Sabine Pass, Dec. 12, with French tanker Captaine Damiani.” Ironically, in a separate news item, the second freighter was previously feared missing. That report commented,

The French tanker Damiani, reported lost after sailing from Halifax [Nova Scotia] for Port Arthur, Tex., on Nov. 22, arrived safely at the latter port on Dec. 3. Failure of wireless stations in Montreal, to reach the vessel was responsible for the report that the tanker had gone down. (Oil Trade Journal, 1922, p. 98)

The committee on rivers and harbors hearing commencing 19 January 1922 related to the “Sabine-Neches Waterway, Tex.” provided comprehensive wartime and postwar regional shipping data (U.S. Congress, 1922, pp. 1–30). At this date, the war department recommended deepening of the shipping channel from the Gulf to Beaumont. G. D. Anderson (Beaumont waterways committee chairman) opened the inquiry stating that commerce on the waterway ca. 1909 amounted “to only 2,185,000 tons” but reached “over 11,000,000 tons in 1920” (Anderson quoted in: U.S. Congress, 1922, pp. 3–4). Asked about the surge, Anderson (quoted in: U.S. Congress, 1922, p. 4) responded,

That increase is due in large measure to the constant expansion of the great oil business in the Southwest. It is true there is general commerce, that is quite important, handled through those ports, but in the main it is the oil business. That section which you have before you on the map is the greatest refining center, in our judgment, in the world.

Answering questions about the “temporary” falling off of lumber exports at Sabine, Anderson mentioned that Beaumont and Orange had only been deep-water ports since 1916, and that three years had been “consumed in building ships” for wartime activities associated with The Great War (Anderson quoted in: U.S. Congress, 1922, p. 17). Impressive provisioning to present-day U.S. military clients was confirmed with this reply,

I want to state that Port Arthur furnishes 90 per cent of the fuel and lubricating oil to the Navy and Shipping Board, and now, as well as during the war, their vessels that come to the fuel-oil storage in a great many instances are obliged to leave the port without a full cargo and complete their cargo by lighter. As a matter of fact, that is a very common thing for us all; if we get a vessel that draws over 20 feet of water, we take her out to Sabine Bar and complete her cargo there by lighter, and during the winter months we stay out there for four or five days. (Anderson quoted in: U.S. Congress, 1922, p. 20)

Lobbying for improvements at Sabine Pass and offering compelling evidence for his arguments, Gulf Refining Company executive G. N. Bliss commented that,

In 1920 the tonnage [Sabine District] was 11,900,000 tons. Of this tonnage Port Arthur had 7,280,000 tons, 66½ per cent of the total of the district The Gulf Refining Co., located at Taylors Bar, dredged a channel at their own expense and added another thousand feet of concrete docks, and handled 3,536,000 tons, or 32 per cent of the total business of the district of Sabine. In 1904 we had 22½ feet of water draft over the bar at Sabine. At the present time it is 26 feet. We have been a long while, about 17 years, getting that water In the last nine years [1913-1921]-I would like to give you the expenditures in the New Orleans district, the Galveston district, and the Sabine district. The Sabine district exceeds the tonnage both at New Orleans and the Galveston district. During the last nine years the government expenditures in New Orleans were \$9,000,000; at Galveston, \$4,000,000; and at Sabine, \$2,250,000. The tons covering the same period were New Orleans, 69,000,000; Galveston, 47,000,000; and Sabine, 60,000,000 Those percentages are taken from your record, and they go to show that the Sabine district has been very much neglected in the way of improvements as compared with the business they are doing. (Bliss quoted in: U.S. Congress, 1922, pp. 18-19)

Concurrent shipments of grain, cottonseed cake, meal, and sulphur [sic], which cleared Sabine Bar was emphasized by Kansas City Southern Railway spokesman, George P. Williams, as such,

I represent the Port Arthur Canal & Dock Co. We handle general cargo. Our facilities consist of something over 7,000 feet of linear docking space, with improved wharves and warehouses for handling the cargo, including also a grain elevator of a half million bushels capacity, and in this connection we handled last season [1921] through this grain elevator something over 3,000,000 bushels of grain. We handled also around 35,000 tons of cottonseed cake and meal. We also handled some little cotton and some lumber and other various commodities that it is customary to handle for coastwise and export movement There is quite a large item of sulphur tonnage (Figure 90). There is a great deal of cargo handled there [Sabine] other than oil, and we have improvements for handling miscellaneous cargo. (Williams quoted in: U.S. Congress, 1922, p. 20)

11.2 An Astronomical Expedition at Chandeleurs

In mid-September 1921, Elliott B. Roberts and George D. Cowie of the National Geodetic Society traveled to Biloxi to commence operations on the Chandeleurs. The Federal scientists carried “considerable paraphernalia” to the site, “where they will make observations and otherwise study astronomy, at the same time making a survey of the Mississippi coast section” (Times-Picayune, 1921, p. 13).

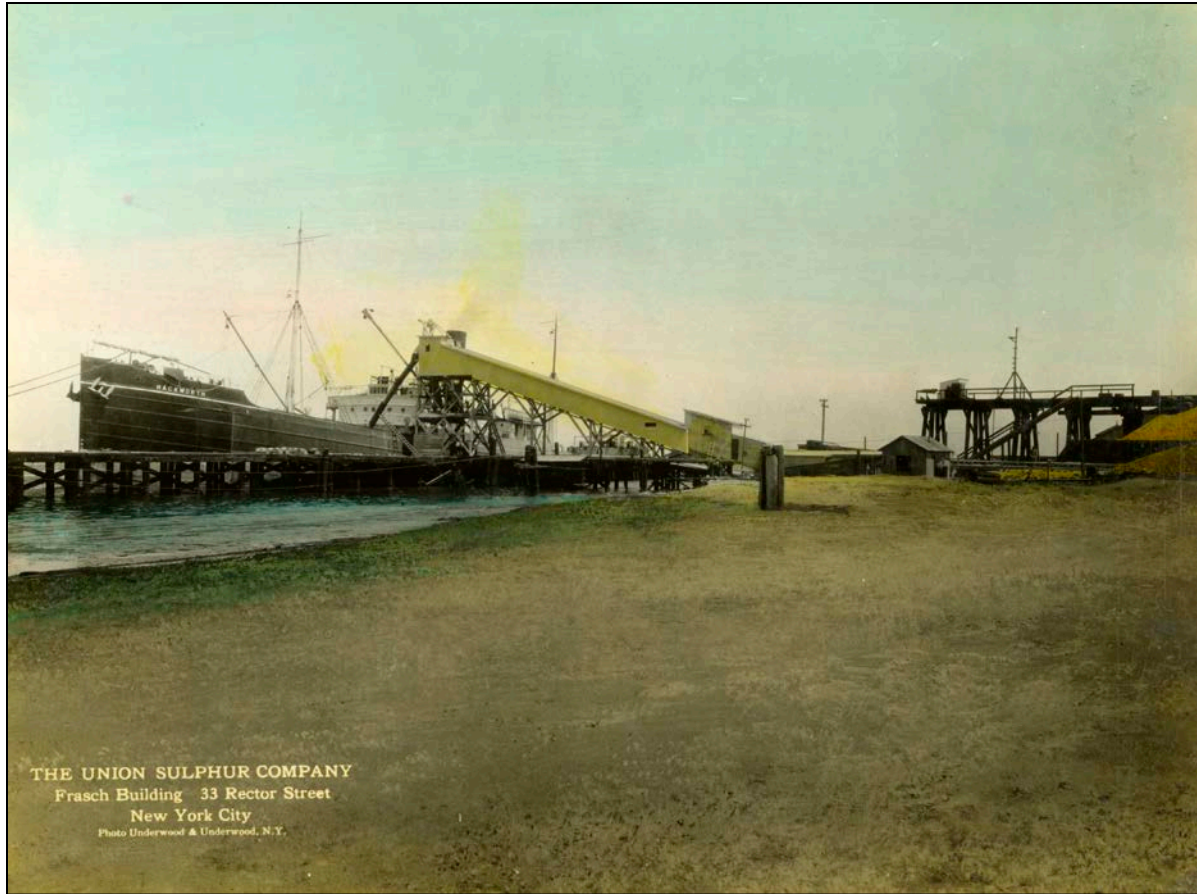


Figure 90. Photograph of steamer *Mackworth* loading sulphur [sic] at Port Arthur, ca. 1920–1921. (Courtesy of State Library of Louisiana.)

11.3 Lloyds' Attention to Gulf Petroleum Shipping

A review of Lloyd's Register of Shipping for the period 1 July 1921 to 30 June 1922 identified the contemporary volume of carriers transporting commodities around the world. The society's subscribers registers, "List of Vessels Carrying Petroleum in Bulk," and "List of Vessels Fitted for Oil Fuel" alluded to the burgeoning oil trade between Gulf ports and foreign ports (Society of Lloyds, 1921). Facilities to accommodate loading of oil, lumber, cotton [and other commodities] at Gulfport, New Orleans, Sabine Pass, Port Arthur and Orange were described in addition to buoys, jetties, wharves, channel advice, size of turning basins, and shoaling issues (Society of Lloyds, 1921, pp. 654–658).

The vapour *Kremlin* was listed amongst Belgian shipping according to the subject publication, and was homeported at Antwerp (Society of Lloyds, 1921, pp. 228, 1034). Gross/net tonnage for the steamship appeared to be 2677 and 1718, respectively. Before this date, *Kremlin* was registered as the *Snowflake* and apparently transported oil as early as summer 1907 from Philadelphia to Birkenhead (Petroleum Review, 1907, p. 137; Society of Lloyds, 1921, p. 297). By the postwar period, the steamer appeared in the northern Gulf shipping petroleum for its owners.

11.4 The Wreck of the Steamer *Kremlin* (25 March 1922)

On Friday, 24 March 1922 the Belgian steamship *Kremlin* left Port Arthur, Texas “with a cargo of refined oil for Antwerp” (Pittsburgh Sun, 1922, p. 8). By Sunday noon, the *Kremlin*’s crew alerted Beaumont officials “that she had grounded 29 miles out,” and this wireless message was eventually followed by one stating “that she was dumping cargo to reduce her draft” (Pittsburgh Sun, 1922, p. 8). A third call was made for assistance, and at 9:30 p.m., the USCG received this message “The *Kremlin* is Pounding to pieces off Sabine Pass” (Pittsburgh Sun, 1922, p. 8). The *Seattle Daily Times* (1922, p. 7) published an alternative story as such,

The Belgian steamship *Kremlin* is being dashed to pieces on the east end of the Sabine bank, where she is aground, the Coast Guard Station [Port Arthur] announced tonight. The ship was caught by heavy winds in the Gulf late today as she raced against the banks, in an effort to get to safety. The location of the vessel is given as 28 miles from Port Arthur.

A local newspaper confirmed that due to heavy seas and low-lying clouds “that lights or rockets out on the east end of Sabine bank,” were not visible to onlookers congregated at Sabine Pass. Follow-up stories related to salvage attempts or post-shipwreck events have not yet been discovered. Future attention to contemporary insurance and legal documents should shed light on the *Kremlin* shipwreck.

12. Prohibition Period (1920–1933)

In his entertaining fictional account entitled *First People of Back Bay, Bootleggers, Rum Runners, Shrimp Pirates, and Oyster Thieves*, Giadrosich (2009, p. 86) hit on one indisputable truth regarding the northern Gulf.

The Gulf Coast was an ideal place for rum running. Its many barrier islands, available rivers, and its large fleets of fishing boats were a perfect fit. Initially it was the small boats and Captains that took the major risk of bringing alcohol ashore. Originally, the U.S. territorial waters were limited to three miles (called the rum line.). Very small boats could be used to transport the cargo to shore. The rum line was extended to a 12 mile limit by an act of congress in 1924. This made it much more difficult for the smaller and less seaworthy boats to effectively operate. It also led to the design and building of boats specifically for the purpose of rum running in the U.S. waters.

The non-fiction account produced by Funderburg (2016, p. 10) related these facts.

A Liquor Lane thrived along the Gulf Coast, supplying the Deep South with hooch from Cuba, Mexico, and elsewhere. Mother ships hovered beyond the rum line and sold to contact boats that raced out from Mobile, Tampa Bay, and other coastal areas. Liquor freighters formed a short Rum Row near the Chandeleur Islands, a chain of uninhabited barrier isles off the coast of Louisiana. Shore runners carried the liquor inland via Lake Borgne or Lake Pontchartrain. In the mid 1920s the Coast Guard beefed up its Gulf fleet, prompting the Chandeleur Rum Row to move westward to the Atchafalaya Bay. Mosquito boats navigated the Atchafalaya’s dangerous swamps, delivering booze to bootleg gangs.

Despite the popular argument made by “Mrs.” Chauncey Olcott [wife of the song writer and musical composer] in August 1922 that the 1803 Louisiana purchase treaty “gave old Louisiana territory perpetual right to import liquor from France,” Federal officials prevailed in their counter-argument that the United States-French Republic accord did not supplant the U.S. constitution [or any of its amendments]. (New York Times Company, 1922, p. 364)

On Thursday, 21 May 1925, *The Boston Globe* published an interesting story entitled “SEVEN VESSELS REPORTED IN GULF OF MEXICO ROW.” The Massachusetts paper remarked that:

Belief that rum runners who have been unable to dispose of liquor cargoes through Atlantic Coast ports because of the Government patrol are attempting to land the contraband in this section, was expressed today with the arrival of the revenue cutter Comanche. Officials said that two vessels sighted in the Gulf were recognized as boats sent [sic] off New York with contraband cargoes. The Government is said to be preparing to establish a blockade in the Gulf and a number of patrol boats are massing at Gulf ports. Men on the Comanche said that their ship passed through a 'rum row,' where seven vessels were seen, all flying the British flag. Six of the schooners were reportedly moored off Chandeleur Island, heavily stocked with liquors, their decks being piled high. (Boston Daily Globe, 1925, p. 4)

Less than three months later, the infamous *Wanderer* was "seized off the Chandeleur Islands with an alleged three thousand pound liquor cargo aboard" (Daily Mail Atlantic Edition, 1925, p. 9). In this instance, the British schooner was towed into Mobile Bay by a USCG cutter. Most parties agreed that the master and crew would "be charged with a violation of the prohibition laws" (Daily Mail Atlantic Edition, 1925, p. 9).

Ricci's (2011) thesis chronicling the exploits of the infamous rumrunner "I'm Alone" provided excellent background history before its 1929 sinking. The vessel navigated in the vicinity of the Chandeaus and its loss at the hands of the Federal government incited international reproach and forced procedural changes in USCG interdiction policies. Likewise, Fleming's (1998) thesis entitled "The Case of the I'm Alone" provided relevant background.

Before the 1933 21st Amendment effectively repealed the unpopular 18th Amendment in entirety, a rumrunning operation near the Chandeaus was foiled. In mid-April 1932, eight men were arrested at Biloxi "in connection with an alleged rum-running syndicate" where "\$50,000 worth of imported liquors" were seized by the USCG (New York Times, 1932, p. 3). The ensuing Federal investigation proved that seven criminals were natives of Biloxi with one New Yorker. On 18 April, a news account related these details of the vessels used.

The boats are the *Mary D.*, seized here by the Coast Guard with a 250-case cargo of imported liquors, and the *Iona Louise*. Both are alleged to have been implicated in the transportation of liquor from a mother rum ship off Chandeleur Island to Biloxi Harbor. (New York Times, 1932, p. 3)

12.1 The Tropical Storm of October 1923

As of 22 October 1923, Charles Daughdrill [or Daughrill] had been actively involved in a multi-day search aboard his salvage tug to search for "several wrecks" located "between Pensacola and Chandeleur Island" (Anniston Star, 1923, p. 5). Aboard the *Harry G. Lytle*, Captain Daughdrill "sighted evidence" of maritime casualties in that area due to the Wednesday, 17 October tropical storm striking the Gulf but was unable to make any "identifications" (Anniston Star, 1923, p. 5).

Related intelligence pertaining to the contemporary wrecks of the schooners *Rachel* and *Bluefields* were addressed in the reporting Alabama paper. In the case of the first vessel, "tossed forty feet from the deep water off Fort Morgan," that schooner's fate had not been determined by 22 October. As to the *Bluefields*, "lying on the beach in Perdido bay," this schooner carrying "300,000 feet of timber" seemed to be "a total wreck" (Anniston Star, 1923, p. 5). At the time of the tropical storm's strike, the *Harry G. Lytle* was identified as the "flagship of the Gulf Towing and Wrecking Company" based in Mobile (Pacific Ports, 1923, p. 30). The *Harry G. Lytle* was also utilized by the Federal government on occasion to transport severely injured patients and medical personnel, such as Dr. W. H. Slaughter, that were affiliated with the U.S. Marine Hospital at Mobile, Alabama (Federal Reporter, 1928, p. 160).

12.2 The Wreck of the Honduran Schooner *Nellie* (Winter 1923–1924)

In winter 1923–1924, the “Hondurian aux schr *Nellie* was driven ashore on Breton Island (one of the Chandeleur Islands) . . . in a gale of wind” (New York Herald, 1924, p. 28). Despite accounts of its ultimate demise there, in June 1924 the wreck was “floated and brought” to Pascaguoula to “be hauled out on the marine ways and repairs effected” (New York Herald, 1924, p. 28).

As the overhaul of *Nellie* commenced, contemporary shipping provided by a New York paper confirmed brisk coastwise and foreign trade in the region. Some vessels navigating along the northern Gulf coast and entering and/or departing New Orleans included; *Abangarez*, British *Songster*, Norwegian *Karmov*, Norwegian *Juan*, and *S. M. Spaulding* (New York Herald, 1924, p. 28). In the case of *Domino*, outbound from Port Tarafa [Cuba], the ship encountered the burning schooner *Robin Hood* off Rebecca Shoals [passage between Marquesas and Tortugas keys]. *Domino* seamen rescued its crew and then continued to New Orleans. In the interim, the USCG cutter *Sawkee* [sic] cruised to the site of the marine casualty site (New York Herald, 1924, p. 28).

13. Contemporary Shipping and Passage Advice

“Shipping Intelligence” and “Mail and Steamship News” columns published by the Scotsman (1924, p. 11; 1924, p. 11) provided numerous items related to inbound/outbound Gulf passages for late November 1924. Arrivals and/or departures included *Santa Tecla* [New Orleans to Antofagasta], *American Press* [New Orleans to Avonmouth], *West Corum* [Buenos Ayres to Mobile], *Jacob Luckenbach* [New Orleans-Colon-Seattle], *Ansaldo San Giorgio Primo* [Constantinople to Mobile], *New Brunswick* [Hull to Galveston], *Nitra* [Port Arthur to Karachi], *Duquesne* [Liverpool to New Orleans], *Bayou Chico* [Pensacola to Surrey Commercial Dock, London], *Clearwater* [New Orleans to Monte Video], *Zinal* [Tyne to New Orleans], *Roland* [Hamburg to New Orleans], *Frode* [Houston to “Danish ports”], *Saint Andrew* [Houston to Bremen], *Tricolor* [Houston to “Danish ports”], *Axpe Mendi* [Galveston to St. Michaels], *Madeira* [Teneriffe to Santos to Rio Grande], *Author* [Mersey River to New Orleans], and *Nortonian* [Galveston to Mersey River].

The Edinburgh journal also published casualty news that the French steamer *Zenon* caught fire while anchored at the Port of Galveston due to a flareup of its cotton cargo. On the following day, 29 November, a Port Eads official telegraphed New Orleans party that the “German steamer BOLAMA, inward bound” was grounded “outside South passage” (Scotsman, 1924, p. 11). Another marine mishap first communicated from a Mobile source commented that, “Nov.29.-Wireless message from British steamer HELREDALE reports that the vessel is ashore on Chandeleur, or Horne Island. Assistance has been sent from Gulfport” (Scotsman, 1924, p. 11).

14. Loss of Aircraft off Chandeleur Island Chain (July 1935)

On Friday, 19 July 1935, a monoplane carrying two passengers “plunged into the Gulf of Mexico off Chandeleur Island.” The pilot of the small aircraft was the “brother of the late Jimmy Wedell, noted speed flier” (Anniston Star, 1935, p. 1). After being convened, a coroner’s jury pronounced the crash as an accident but questions remained why a seasoned pilot like Walter Wedell and “thoroughly familiar” with the New Orleans-Mobile route “was nearly 30 miles off his course and traveling in the wrong direction” (Anniston Star, 1935, p. 1). Furthermore, no storms “of sufficient intensity” were reported in connection to the time of the airplane crash (Anniston Star, 1935, p. 1).

15. Prewar Lobby to Promote Sabine Pass

In late March 1939, “Maritime interests throughout the Sabine Area” joined to “present a united front in public hearings” convened to discuss modifications to pending Federal channel improvements related to the Sabine and Neches rivers (Orange Leader, 1939, p. 1; Figure 91). Due to “continued explosive growth of the area,” Port Arthur, Beaumont, and Orange politicians, shipping concerns, and residents coalesced to urge the U.S. Congress to consider expanded navigational improvements (Orange Leader, 1939, p. 1). Of the five key points, the first issue related to “Deepening of the present 36-foot project to 40 feet including extension of the outer bar channel about 14 miles southeastward to the Sabine Bank” (Orange Leader, 1939, p. 1).



Figure 91. Station Sabine Pass, 7 August 1939.

(Courtesy of U.S. Coast Guard.)

16. World War II Era (American Entrance, 8 December 1941–15 August 1945)

On behalf of the “WPA War Services,” American artist John McCrady created a patriotic poster during 1941 certainly alluding to the dangers of German U-boats operating in the Gulf. His artistic rendering was likely prominently displayed in New Orleans shipping district and posted throughout the city and along the Louisiana coast (McCrady, 1941; Figure 92). Lemmon, Magill, Wiese and Hébert (2003, p. 254) commented that, “Twentieth-century wars have had some particularly strong effects in Louisiana. Both world wars, for example, brought German submarines to the Gulf Coast, where they hunted merchant vessels entering or leaving local ports.”

Jürgen Rohwer (1999, pp. 93, 343) related that *U-507* was the first *documented* Unterseeboot to enter the Gulf, which attacked and sank *Norlindo* on 30 April 1942. In quick succession, the commander of *U-506* joined his German comrades to stalk shipping in Louisiana waters. During 1942/1943, at least 70 ships were attacked in the Gulf by 24 different U-boats (Rohwer, 1999; Wiggins, 1999). Of the recorded attacks, 56 resulted in marine casualties while the remaining 14 ships sustained structural damage but were able to stay afloat (Wiggins, 1999). Over the course of the global armed conflict, many captured German submariners were imprisoned in Louisiana “Bayou Stalags,” and POW camps operated in Mississippi and Texas.

A copyrighted map produced by Carl Vought, and presented by Lemmon, Magill, Wiese and Hébert (2003, p. 275), provides a chilling testament to the extent of audacious U-boat activity in the Gulf during World War II. The “long list of vessels damaged or sunk by German U-boats” includes a reference for the freighter *Robert E. Lee*, whose bold sinking “off the mouth of the Mississippi” evoked pervasive shock among Gulf residents (Lemmon, Magill, Wiese, & Hébert, 2003, p. 254). *Ships of the Esso Fleet in World War II* (Standard Oil Company of New Jersey, 1946) highlighted regional shipwrecks and presented an overview of relevant World War II shipping routes, interactions with U.S. military vessels, and other interesting maritime details.

During mid-May 1941, the American public learned that 68 new U.S. Navy vessels were ready for wartime service. The impressive assembly of military watercraft consisted of 50 coastal mine sweepers, 14 seaplane tenders, and four destroyer tenders. Of note, President Franklin Roosevelt named one seaplane tender constructed by Western Pipe and Steel as the “Chandeleur” (New York Herald Tribune, 1941, p. 8).

16.1 World War II Shipyard Construction

Louisiana shipyards, such as Delta Shipbuilding and Todd, generally experienced robust expansion during World War II. In particular, the line of “Higgins Boats” manufactured by New Orleans firm Higgins Industries Incorporated became synonymous with wartime amphibious missions. Higgins Industries would ultimately open several plants in New Orleans and its uniquely designed landing craft was used in both European and Pacific theaters of war. A contemporary Higgins advertisement with dramatic battle imagery, presented by Lemmon, Magill, Wiese and Hébert (2003, p. 254), included winning slogans and glowing endorsements such as,

‘We took the Beaches with Higgins Boats.’ ‘Without the boats that Higgins is manufacturing the Combined Operations Command could not exist.’ [attributed to Lord Mountbatten] . . . ‘These Higgins boats are so tough they land directly on rocky beaches, unload troops, tanks and equipment dry-shod, retrieving themselves by their own power. They’re plenty fast in assault, can turn on a dime to zig-zag away from trouble, and I never saw one capsized.’ . . . ‘HIGGINS BOATS designed and built for the United Nations were described thus by veterans of Guadalcanal and Africa, who also said, in official records, that these boats were the “Best in the World.” This praise comes from men who manned

them under fire—from men whose lives often depended upon these boats' unusual maneuverability, stamina and trouble-free operation.

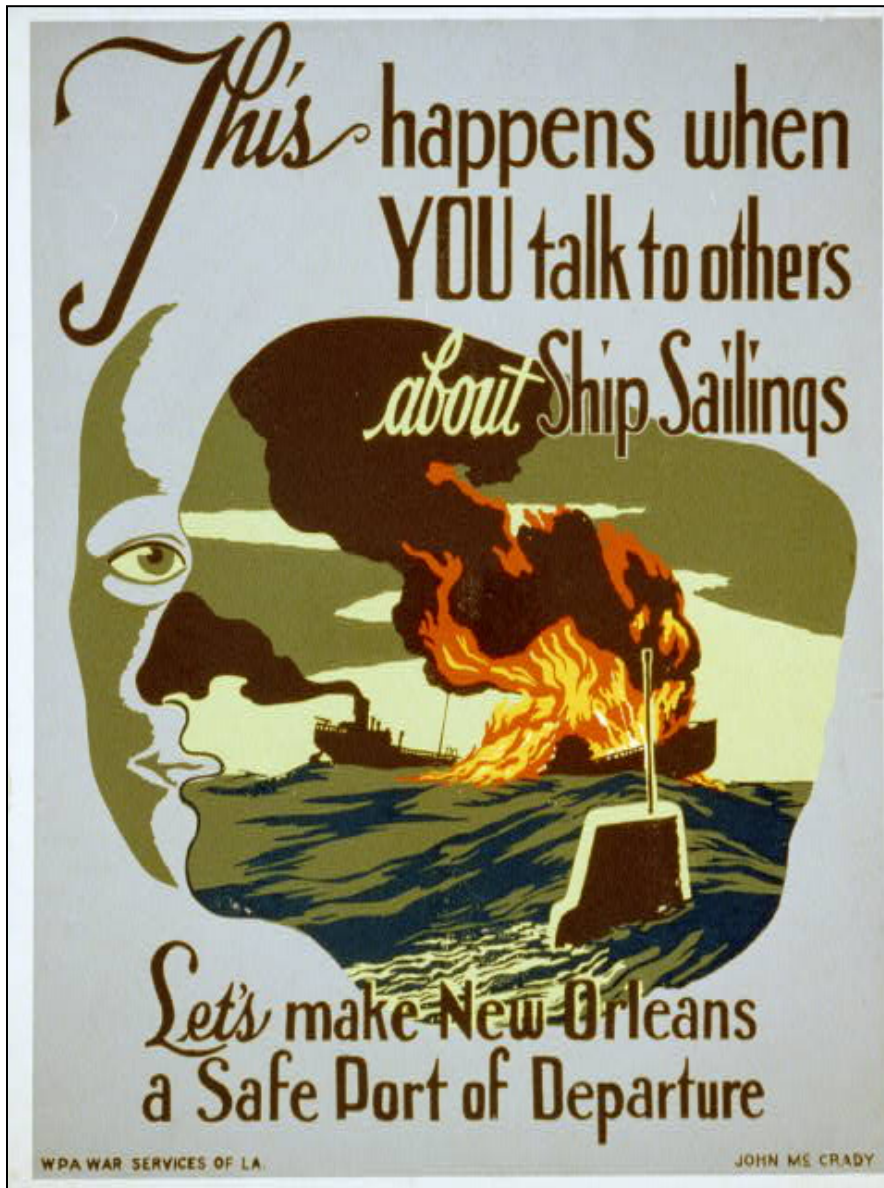


Figure 92. World War II poster created by "WPA WAR SERVICES OF LA" artist. (McCrady, 1941).

As a consequence of the vessels' actual state-of-the-art capabilities, Higgins Industries would go on to manufacture landing craft and motor torpedo boats for the U.S. Navy and the British Admiralty. In May 1941, U.S. military officials and Latin American admirals visited New Orleans to observe prototypes and field tests and to evaluate overall performance. A photograph taken by A. J. Higgins on 26 May 1941 and forwarded to USN Admiral Stark featured the 6-ft. *Eureka* that "was used to lay a smoke screen through which a number of other 'EUREKA' boats materialized" (Naval History and Heritage Command, n.d.); (Figure 93) Photograph number two showed an "Aerial view of a 70-FT. Higgins Motor Torpedo boat leading a group of 36-FT Higgins "EUREKA" landing craft, near New Orleans about May 1941. This torpedo boat had been built for the British. The landing boats were later developed into the World War II LCPL landing craft" (Naval History and Heritage Command, n.d.); (Figure 94). Photograph three featured a

36-FT. Higgins 'EUREKA' landing . . . climbing at 45 degrees onto sea wall, during a demonstration for eleven Latin American admirals standing on the sea wall, held near New Orleans about May 1941. The white boat had been built for the United States Navy. The dark ones were constructed for England. The LCPL landing craft of World War II was developed from this design. (Naval History and Heritage Command, n.d.); (Figure 95)

Overall, among U.S. shipyards operating during autumn 1942, shipbuilding workers' earnings were "among the highest found in American industry" (U.S. Bureau of Labor Statistics, 1943, p. 1). This finding was accurate even though Gulf Coast workers fell into the third tier and earned less than their Pacific Coast [first] and Atlantic Coast [second] counterparts. The subject Federal study identified the World War II-era Gulf Coast region as such;

The tidewater ports of the eastern coast of Florida and of the Gulf of Mexico, bounded on the west by the Rio Grande, and also, specifically, the Mississippi River inland, to and including the industrial area of New Orleans, including Lake Pontchartrain; the Houston Ship Channel inland, to and including the industrial area of Houston; and the ship channels of the Neches and Sabine Rivers. (U.S. Bureau of Labor Statistics, 1943, p. 3)

An interesting aspect related to wartime employment of women emerged in the U.S. Bureau of Labor Statistics (1943, p. 4) discussion of the "arduous and hazardous" nature of building ships; as described in this excerpt;

The building of ships requires a high degree of skill Although the labor force in a shipyard still consists mainly of male workers, as a result of the tremendous expansion of the industry and the serious manpower shortage, women have been hired in increasing numbers. They are now found in many capacities, even as welders, an occupation which until recently was limited to men When performing the same work as men, they receive equal pay, and there no attempt was made in this report to present data separately for men and women.

The U.S. Bureau of Labor Statistics (1943, p. 12) commented that while the Gulf Coast region did vie with the Pacific and Atlantic areas as to "number of yards, employment, or production," it stressed that the Gulf region did contribute "materially to the Nation's fast-growing fleet of large deep-sea and coastwise vessels and smaller harbor craft." In *The Liberty Ships of World War II*, Williams (2014, p. 1) provides an excellent, "comprehensive" source about these critical ships numbering 2,710, and the associated Emergency Shipbuilding Program.

After the United States entered the global conflict, enemy submarines "sunk more than two dozen merchant ships in the Gulf of Mexico, severely disrupting commerce" (Alperin, 1983, p. 5; Figure 96; Figure 97; Figure 98). Davis (2017) commented that "the veracity of war was everywhere evident in the oil slicks in the water and the tar balls and refuse washed ashore;" and subsequently, the U.S. Army

commandeered “several Gulf islands.” In close proximity to Chandeleur Island, Davis (2017) remarked that,

With similar clumsy military dispatch, the army’s Chemical Warfare Service (CWS) secured Horn Island to set up an elaborate biological-weapons lab But before refitting the island, army engineers realized that Horn did not meet the required criterion of remoteness. Commercial fishing boat motored to and from the Gulf past the island daily In the end, the army exploded sixty-seven four-pound bombs filled with botulinum slurry . . . and in the operation’s single wise decision, the army declared botulinum unsuitable as a killing agent and ceased all testing. But operation Horn Island had one more task at hand before shutting down: disposing of three thousand tons of captured German grenades, rockets, and bombs, some of which were mustard gas munitions. The army cast an initial thirty-thousand-pound bomb and three five-hundred-pound bombs into the Gulf. It then took the chemical weapons to Horn Island and burned them in a bonfire Once the fireworks were over, the ordnance experts barged the bomb cases, some of them unexploded and leaking mustard gas, out into the open water and deep-sixed the lot between Petit Bois and Horn. The navy was doing the same with weapons that had been stockpiled in New Orleans.

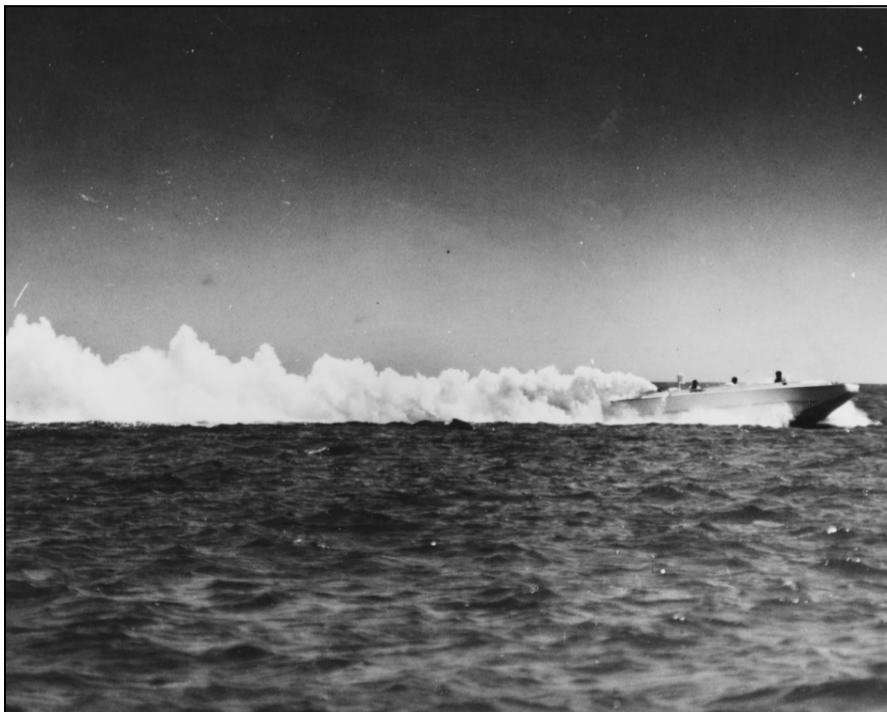


Figure 93. 36-foot Higgins *EUREKA* near New Orleans, May 1941 laying smokescreen. (Courtesy of Naval History and Heritage Command.)

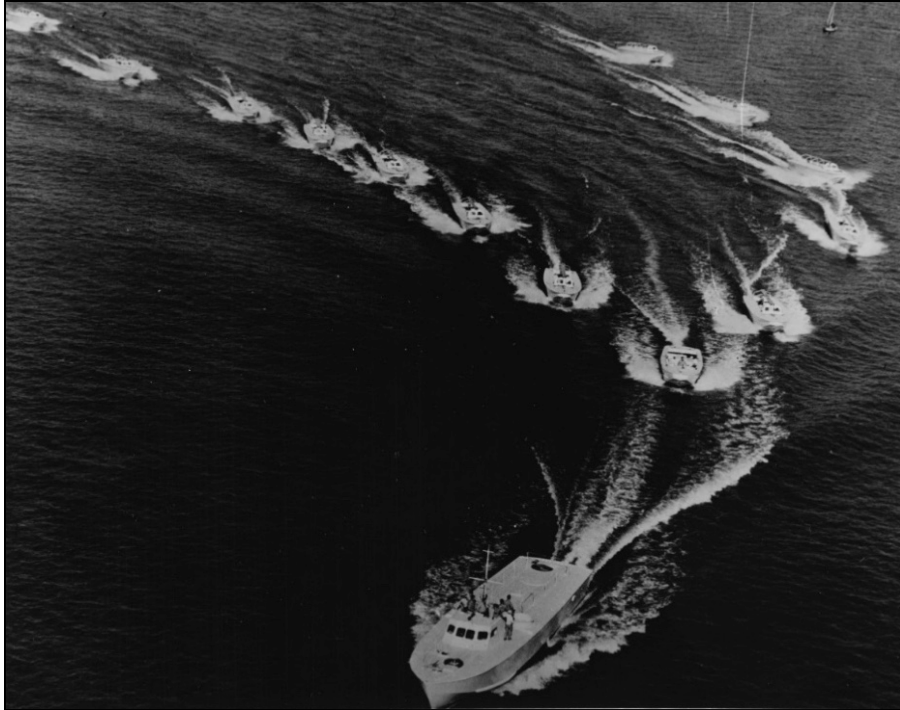
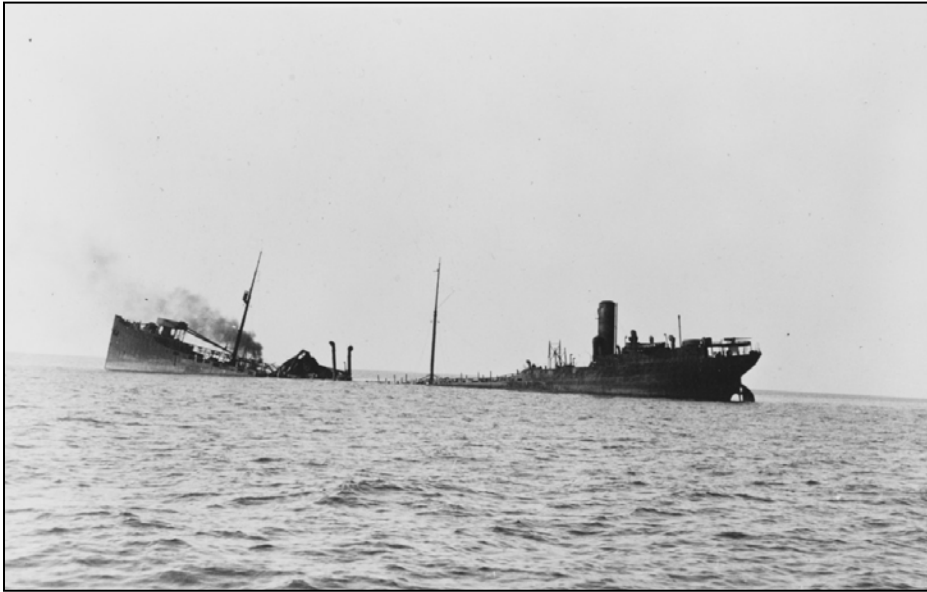


Figure 94. "70-FT. Higgins Motor Torpedo boat" off the Crescent City, May 1941.
(Courtesy of Naval History and Heritage Command.)



Figure 95. "36-FT. Higgins 'EUREKA' landing . . . climbing at 45 degrees onto sea wall," May 1941.
(Courtesy of Naval History and Heritage Command.)



**Figure 96. "Torpedoed tanker in Gulf of Mexico near New Orleans ca. May 1942," SS *David McKelvy*.
(Courtesy of Naval History and Heritage Command.)**



**Figure 97. Wreckage of vessel torpedoed by U-Boat, ca. 1942.
(Courtesy of Naval History and Heritage Command.)**

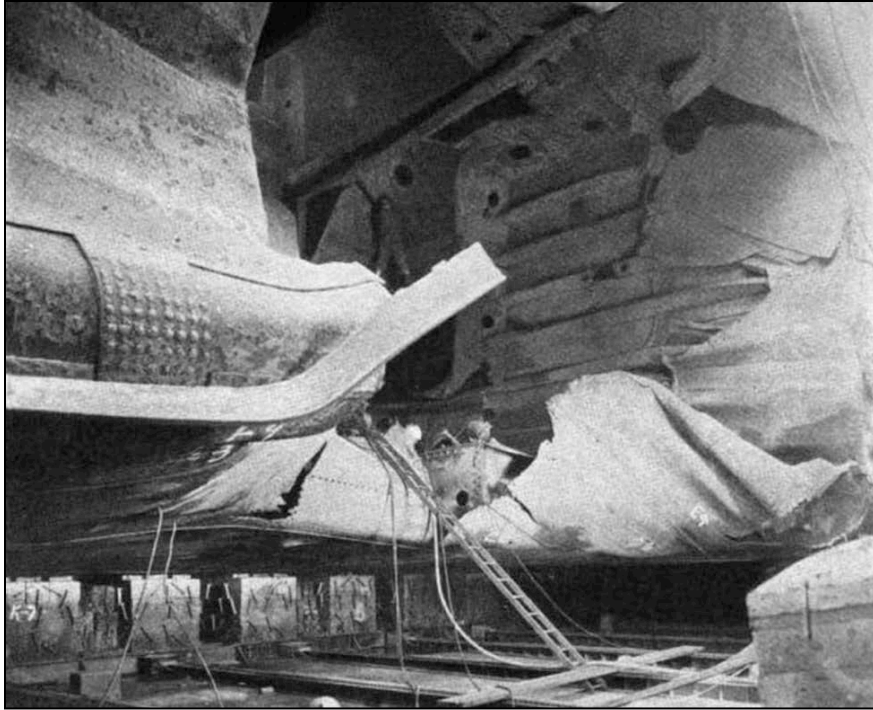


Figure 98. U-boat torpedo damage to 477-foot, 12,475-ton single screw, May 1943.
(Standard Oil Company of New Jersey, 1946, p. 449).

All wartime losses were not attributed to marauding enemy submarines. According to multiple sources, a North American BC-1A No. 804 (MSN 55-1554) “wrecked in Gulf of Mexico off Chandeleur Island” on 30 January 1942 (West, 2010; Baugher, 2016; Figure 99). Contemporary detailed photographs (copyrighted) of North American BC-1A aircraft are presented by numerous aviation websites including Aero-web.org.



Figure 99. World War II-era image of the North American BC-1A aircraft.
(Courtesy of Creative Commons.)

Shortly after midnight on 19 May 1942, the 4732-ton *Heredia* was attacked by *U-507* “two miles southeast [‘27.32 N/91 W’] of the Ship Shoal Buoy as she neared the end of her journey from Puerto Barrios, Guatemala, to New Orleans” (Browning, 2011, pp. 96-97). At the time of its ensnarement, master Erwin F. Colburn commanded the United Fruit Steamship Company vessel; the ship was armed with one three-inch gun and two 30-calibre guns. U.S. Coast Guard historian Robert Browning (2011, p. 97) commented that,

Three torpedoes struck the vessel, causing her to plunge stern first within three minutes. The *Heredia* had not performed any evasive maneuvers, making her an easy target for the *U-506*. The first and second torpedoes struck the port quarter aft at the #3 and #4 holds. The third torpedo struck amidships on the starboard side. The explosions blew the decks up and destroyed the #3 and the #4 holds. The third torpedo struck amidships on the starboard side. The explosions blew the decks up and destroyed the #3 and #4 lifeboats and two life rafts. The survivors of the crew of eleven officers and thirty-seven men, the eight passengers, and the six armed guards had no time to launch the boats. Only two rafts got away from the vessel. The shrimp trawlers *Papa Joe*, *Conquest*, *J. Edwin Treake*, and *Shellwater* rescued twenty-three survivors. They landed these men at Morgan City, Louisiana. A seaplane picked up three other survivors and landed them at New Orleans. Six officers, twenty-four men, one passenger, and five of the armed guards died in the attack.

In mid-June 1942, the 2,966-ton *Polycarp* was “torpedoed and sunk” by a German submarine “near New Orleans” (Bonsor, 1983, p. 120). Built in 1896 by the Glasgow firm of Barclay, Curle & Company, dimensions for the steel single-screw vessel were reported as 322 feet x 42.3 feet (Bonsor, 1983, p. 120). Before dawn on 13 July 1942, *R. W. Gallagher* “became the sixteenth Esso tanker to be lost as a result of enemy action” (Standard Oil Company of New Jersey, 1946, p. 356). Before the attack, the unescorted tanker departed Baytown, Texas loaded with “80,855 barrels of Esso bunker fuel consigned to Port Everglades, Florida” (Standard Oil Company of New Jersey, 1946, p. 356). Surviving the casualty, Captain Aage Petersen later remarked that,

We arrived where Ship Shoal Buoy, flashing white, ought to be, but failed to locate it because it was unlighted. To be absolutely sure we had passed it, however, we held our course, 113° true, until Ship Shoal Wreck Buoy, flashing green, was abeam. We were torpedoed when just abeam of and about two miles north of this latter buoy. It occurs to me that the submarine might have extinguished the light on Ship Shoal Buoy so as to bring vessels nearer to the submarine’s position off Ship Shoal Wreck Buoy. (Standard Oil Company of New Jersey, 1946, p. 356)

Although blazing, the 12,950-ton *Gallagher* remained afloat “for hours” as it listed “farther and farther to starboard,” finally capsizing at “5:30 a.m. July 13” (Standard Oil Company of New Jersey, 1946, p. 358). A 1938 photograph (Figure 100) shows the 463-foot single screw shortly after its launch by Bethlehem Shipbuilding at Sparrows Point, Maryland (Standard Oil Company of New Jersey, 1946, pp. 357–358).

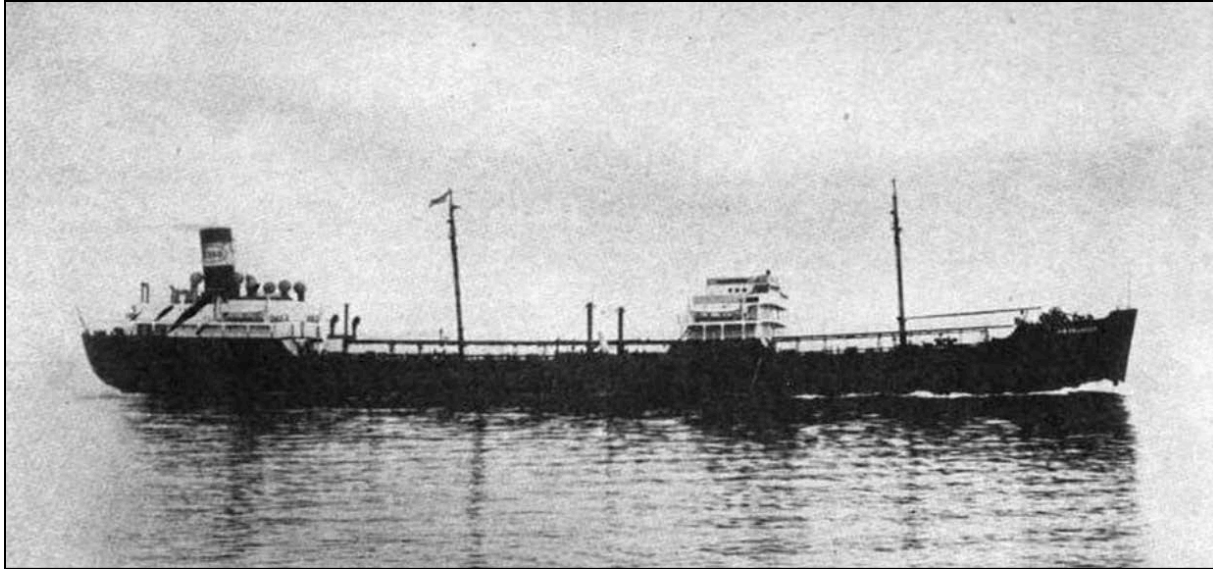


Figure 100. Photograph of *R. W. Gallagher*.

The vessel was torpedoed at Ship Shoal 13 July 1942.

(Standard Oil Company of New Jersey, 1946, p. 357).

A “model SM8A Stinson” flown by Civil Air Patrol pilots “[Johnny] Damyer and Billet went into the Gulf” due to engine failure in August 1942 (Parkinson M. M., 1983, p. 17). Fortunately, the U.S. Army Air Corps aircraft landed in site of a Swedish state-owned tanker hauling crude from a Gulf port. Ironically, the subject vessel that rescued the pilots was “a brand new German built tanker the Swedish government had captured” (Parkinson M. M., 1983, p. 17). The Civil Air Patrol was still a relatively new organization born out of the tense pre-World War II atmosphere, where civilian pilots recognized the need to offer their services to the U.S. government. For the most part, the pilots would surveil remote coastlines and critical infrastructure including pipelines, shipyards, dams, aqueducts, etc.

16.2 Civil Air Patrol Events (June 1942 to August 1943)

In the conduct of routine World War II northern Gulf reconnaissance, Civil Air Patrol aviators Mel Holdeness and his observer were forced to land on Chandeleur Island after running out of fuel. The Fairchild 24 “hit a big log and knocked the landing gear off and damaged the airplane” (Parkinson M. M., 1983, p. 1). Consequently, another Civil Air Patrol pilot was dispatched with two or three planes to assess the ground situation and ascertain whether a relief plane could actually land there. The rescue pilot later recounted the experience as such,

Nobody had ever landed on Chandeleur yet. They decided yes and we sent a plane. So they sent me and I took a mechanic [Earl Stuenkel] with me and went out and picked the spot where everybody said we should land. It looked like just dry dirt. But this dry dirt was just a scum on the surface, and I landed on the bog and put that airplane [Stinson Voyager] out of operation.

At that point, a U.S. Coast Guard vessel was called on to deliver “a crew and a cook and a tent” to the marooned personnel. In the interim, Parkinson (1983, pp. 24–25) “surveyed the damage and figured out the parts . . . to rebuild the airplane” and ordered the components via radio. As they stayed on the barrier islands for several days, Parkinson (1983, p. 25) and Stuenkel shot wild boars “and barbequed them” but complained of the pork’s “fishy” taste. Eventually, the Stinson Voyager and Fairchild 24 were repaired

[rebuilt] and Parkinson (1983, p. 25) and pilot “Charlie Whitaker” flew both successfully off the Chandeleurs.

Parkinson (1983, p. 5) elaborated on “dawn to dusk” wartime sorties that were primarily associated with “convoy patrol” and not “Coastal Patrol” based out of Pascagoula. To enter his own “network,” Parkinson would fly out some “30 miles south of the islands” and wait for American ships coming from Texas, Louisiana and Alabama. The Civil Air Patrol planes would standby when they converged until the next sister unit flew to the same point in the Gulf. At that time, the incoming aerial convoy would take over surveillance following the vessels. Parkinson related that customary rendezvouses were Beaumont, Grande Isle, and Panama City. In the conduct of these flights, the Patrol aircraft flew at 1000 feet (lead plane) and 750 (follow-up plane); and carried 300-pound demolition bombs or 350-pound depth charges (Parkinson M. M., 1983, p. 5). In respect to German U-boats prowling the Gulf, Parkinson (1983, pp. 5-6) explained the value of the Patrol in this way,

It wasn't the matter of dropping bombs as much as the nuisance value of the observing program that deterred the effect of the subs getting to the convoy. The German subs that were in the Caribbean were the 750 ton doubled-walled subs that could stay away from Germany as much as 3 years, by being able to get food and fuel for the subs. The refueling in the Gulf was done mainly by Mexican sailboats. About 30 miles south of Mobile Bay was a refueling point and so much of the food was picked up at Grand Isle. Their Commander, the German Commander of the Caribbean operation had lived in New Orleans for 15 years previous to the war as a Naval attaché at the German embassy . . . he knew so many of the fishermen out at Grande Isle by their first name. They would surface a sub and using a megaphone call for different kinds of food. Of course they paid them well for the food. They had to deliver the food or get their fishing wharves shot to pieces . . . They would come in during foggy weather. Just like out at Horn Island, where the Germans came up and stayed there for 2 days in real heavy fog. Charged the batteries, the men had time on shore of Horn Island and nobody could get near them, because the fog was so thick you could cut it with a knife. As far as them torpedoing some of the ships built by Ingalls shipyards, they weren't interested in that because they were after oil. They were sinking tankers that were moving through the Gulf.

The pilot alluded to “one submarine sunk in the Gulf,” whereby a B-29 flying “on a training mission out of Salinas, Smokey Hill Air base, Kansas” was called in “and sank the submarine” (Parkinson M. M., 1983, p. 7). With regard to the ultimate kill zone, Parkinson (1983, p. 8) recalled that the U-boat was down “at the mouth of the [Mississippi] river” in a favored position to surface and utilize its deck guns to strike the rear end of a potential target. To counter the German strategy to block the Passes, “the U.S. Army was doing the work of keeping the mouth of the Mississippi open,” due to the fact that “the [U.S.] Navy didn't have anything to pull them up” (Parkinson M. M., 1983, p. 8).

As these and other belligerent wartime events played out, famed artist-naturalist-writer Walter Inglis Anderson frequently camped out on the Chandeleurs, enjoying its wildlife and solitude, and sketching birds. Sources suggest that he observed but artfully avoided U.S. Army watercraft and may have been “detained” on occupied Horn Island after some marine mishap in the proximity to the Chandeleurs (Davis J. E., 2017).

16.3 World War II Shipping

Documents associated with U.S. merchant marine casualties occurring before subject vessels reached Gulf destinations or those occurring after vessels exited the region attested to brisk wartime shipping. Looking at just an eight-week interim, select watercraft and scheduled passage and/or casualty date and/or cargo were identified as; the 5032-ton *Delvalle* (New Orleans to Buenos Aires-12 April 1942/5,165 tons general); 5104-ton *Munger T. Ball* (Port Arthur to Norfolk-4 May 1942/65,000 bbls. gasoline); 5686-ton *Tuscaloosa City* (Calcutta India to New Orleans-4 May 1942/7,916 tons ore, rubber, jute & shellac); 5010-ton *Afoundria* (New Orleans to San Juan PR-5 May 1942/7,700 tons “general”); 1946-ton *Green Island* (New Orleans to Aruba-6 May 1942/2,704 general); 7088-ton *Halsey* (Corpus Christi to NYC-6 May 1942/40,000 bbls. naphtha [sic] & 40,000 bbls. heating oil); 7050-ton *Aurora* (NY to Beaumont-10 May 1942/water ballast); 10,731-ton *Virginia* (12 May 1942/150,000 bbls. gasoline); 6820-ton *David McKelvy* (Corpus Christi to NYC-13 May 1942/81,000 bbls. crude oil); 6560-ton *Gulfprince* (Port Arthur to NY-13 May 1942/71,000 bbls. crude oil); 8862-ton *Gulfpenn* (Port Arthur to Philadelphia-13 May 1942/104,181 bbls. fuel oil); 8893-ton-*Mercury Sun* (Beaumont to Cristobol to Pearl Harbor-18 May 1942/93,607 bbls. “Navy oil”); 4732-ton *Heredia* (Guatemala to New Orleans-19 May 1942/1,500 tons bananas & coffee); 5037-ton *Ogontz* (Chile to Panama City FL-19 May 1942/7,660 tons nitrate); 6986-ton *Halo* (Tampico to New Orleans-19 May 1942/64,103 bbls. crude oil); 6624-ton *Samuel Q. Brown* (New Orleans to Yucatan Channel to Honolulu-23 May 1942/80,000 bbls. Navy #6 fuel oil); 5588-ton *Alcoa Carrier* (Mobile to Jamaica-25 May 1942/6,500 tons general); 4639-ton *Atenas* (New Orleans to Cristobal-26 May 1942/general); and the 4846-ton *American* (Santos, Brazil to New Orleans-11 June 1942/6,500 tons ore, coffee, jute & oil) (Browning, 2011, pp. 82-83, 85, 87-90, 95, 97-98, 101-104, 115-116).

U.S. military vessels assisting in rescues of U-Boat victims in Louisiana waters included the USCG tug *Tuckahoe* (WYT-89), U.S. Coast Guard cutter *Boutwell* (WPC-130), and PT-157. Privately owned watercraft rendering local assistance included the tug *Robert W. Wilmont*, Honduran ship *Telde*, Norwegian ship *Norsol*, trawlers *Defender*, *Pioneer*, and *Viscali*, commercial tug *Baranca*, SS *Benjamin Brewster*, steamer *Howard*, shrimp trawlers *Papa Joe*, *Conquest*, *J. Edwin Treacle*, and *Shellwater*, SS *Esso Dover*, British tanker SS *Orina*, Mexican cargo ship *Oaxaca*, SS *Thompson Lykes*, Norwegian steamer *Belinda*, SS *Gulf King*, and SS *San Antonio* (Browning, 2011, pp. 88–90, 92–93, 95, 98–99, 103).

17. Postwar Civilian Acquisition of Military Watercraft

In the immediate postwar era, many Gulf parties invested in fishing and shrimping enterprises or oil and gas prospecting quickly acquired decommissioned vessels. In some cases, the former military watercraft survived perilous wartime activity only to meet its demise during civilian service in the capricious Gulf. On 15 October 1948, the 703-ton tugboat *San Saba* was destroyed by fire about five miles off Sabine Bar. Built in 1944 by Dachel-Carter Shipbuilding Company of Benton Harbor, the vessel was first registered as the *ATR-55* (Williams G. H., 2013, p. 19). During its U.S. Navy Reserve tenure, the ocean tug operated in the Atlantic theatre. Purchased and re-registered by Gissel Corporation of Houston in 1947, the *San Saba* was used by the firm in coastwise activities.

17.1 Post-World War II Oil & Gas Operations

According to a U.S. Department of Commerce study (U.S. Department of Commerce, 1976, pp. I-42), the offshore “service vessel industry” commenced ca. 1947, whereby

. . . essential water craft came first from the traditional Gulf Coast fishing fleet. The first such mariners to begin moving men and material from shore to the offshore rigs were seasoned Gulf of Mexico commercial fishermen who knew well and respected the challenging waters off the Louisiana and Texas Coast.

Writing for the American Petroleum Institute, geologist Stine (1954) discussed the advantages of using small drilling platforms and auxiliary drilling tenders “during the wildcat and early development phase” of offshore drilling programs. A description of [the general postwar methodology follows](#).

A small platform approximately 50 ft by 100 ft in size to support the substructure, derrick, drawworks, engines, rotary, one or more mud pumps, mud pits, electric-logging unit and other miscellaneous equipment necessary for continued operation during short periods of time when the tender is pulled away . . . [and] a converted LT or YF barge containing the main mud pumps, mud pits, pipe racks, storage for mud, cement and supplies, mooring equipment, and hotel facilities for approximately 75 men. (Stine, 1954)

Stine (1954) commented that the industry had used floating tenders in Gulf marshes and lakes “for many years” but that Kerr-McGee Oil was the first company to use the referenced two-component method when they drilled Well No. 1, Block 32, Ship Shoal . . . with a converted YF barge in the fall of 1947.” The Gulf Oil operative also reported that this well was distinctive as it “was completed as the first post-war offshore oil well when it produced at the rate of 40 bbl of oil per hour from perforations 1,734 to 1,750 ft” (Stine, 1954). Finally, Stine (1954) reiterated the fact that an offshore drilling tender must be large enough and designed “to ride out a tropical storm at anchor, if necessary. As of 1954, a Magnolia Petroleum (Morgan City) geologist suggested that seven operators were then “actively engaged in the production of crude oil from offshore sites,” and mentioned the general use of barges to transport the commodity (Ault, 1954).

18. Hurricane Season of 1947

Just as the offshore “service vessel industry” made its unofficial but obvious debut on the Gulf during 1947, this varied collection of watercraft was subjected to a series of powerful storms. In December 1947, the U.S. Weather Bureau reported that “the hurricane season of 1947 must be listed among the most destructive in the records of the Hurricane Warning Service, established in 1873” (Sumner, 1947, p. 251). Out of the 10 tropical storms studied during this period, five developed hurricane force winds or winds nearly to that degree. “No. VI” (10–19 September 1947) most greatly affected the current project area as on the later date, its center passed “directly over the business center” of New Orleans (Sumner, 1947, p. 251).

In the aftermath of this “major hurricane,” the American Red Cross reported over 51 deaths in Louisiana and Mississippi, with total damages estimated at \$110,000,000 [1947 dollars]. With respect to homes, 1,642 were destroyed on the Gulf coast and upward of 25,000 were damaged (Sumner, 1947, p. 253). Hurricane VI’s track over the Gulf was described by Sumner (1947, p. 252) in this manner,

After leaving Florida the hurricane turned to a more northwesterly course over the Gulf of Mexico, and, increasing to about 18 m.p.h. in its progressive movement, swept on to the Mississippi and Louisiana coasts during the morning of September 19. By 5 a.m. winds of hurricane force (75 m.p.h. or over) were being felt over the Chandeleur Islands as far northward as Chandeleur Light. The highest tide, 14 feet above normal high tide, was recorded at Chandeleur Light.

19. Seismographical and Oil Prospecting Activities

Beginning in the postwar era, numerous seismographical surveys related to oil prospecting were conducted off the Louisiana coast. Different photographers, possibly associated with Standard Oil Company of New Jersey or Humble, chronicled this cutting-edge marine technology. The interesting and rare mid 20th-century images memorialized vessels, specialized equipment, and offshore drilling rigs, etc. that frequently became transient marine debris or submerged resources in the progression or aftermath of powerful weather systems, abnormal sea states, and hurricanes (Figure 101; Figure 102; Figure 103; Figure 104; Figure 105; Figure 106; Figure 107; Figure 108; Figure 109; Figure 110; Figure 111; Figure 112; Figure 113).



Figure 101. Rig platform showing ordinary equipment and mechanical devices used in the oil industry (June 1947).

(Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky.)



Figure 102. Halliburton cementing unit, 1 July 1947.

“Halliburton Oil Well Cementing Unit for servicing oil wells being drilled over water. This unit is mounted on a Navy LCT which draws such a small amount of water that it can reach any derrick barge,” 1 July 1947. (Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Louisville, Kentucky.)



Figure 103. Platform of rig, 1947.

“Platform of rig of test hole drilled off Grande Isle, Louisiana . . . by Humble Oil and Refining Company,” photographed by Russell Lee on 1 August 1947. (Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky.)



Figure 104. “The Bayou Sale, radar ship of the Humble seismographic fleet,” 1 August 1947.

(Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky)



Figure 105. Humble seismographic fleet.

Left to right; instrument ship *Seafarer*, “the explosive ship” *Careless*, radar target ship *Bride*, and radar ship *Bayou Sale*; image taken 1 August 1947.

(Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky.)



Figure 106. “Detonation of a charge of Nitramon explosive used in seismographic operations” off Louisiana coast, August 1947.

(Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky.)



Figure 107. Marking balloons, 1947.

Deckhands aboard *Bayou Sale* tie inflated marking balloons to railing for use in seismographic operations on 1 August 1947.

(Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky.)



Figure 108. Phone pick up unit.

“Phone pick up unit,” which “are spaced 200 feet apart on a 100 foot cable,” August 1947.

(Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky.)



Figure 109. Research geophysicists aboard instrument ship *Seafarer*, 1947.

“J. R. Ording, senior research geophysicist (center), points out details of a record of test seismographic operations to Howard Taylor, junior research geophysicist (left), and Ralph Mann, senior research geophysicist,” aboard instrument ship *Seafarer*, August 1947.

(Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky.)



Figure 110. Shot record aboard the instrument ship *Seafarer*.

“J.R. Ording, senior research geophysicist, examines record of a shot made in seismographic operations on the instrument ship *Seafarer*,” 1 August 1947.

(Courtesy of Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky.)



Figure 111. Off shore drilling operations.

September 1948, “Off shore drilling operations of Humble Oil . . . Top deck of LST (foreground) and one of smaller Humble Rigs”.

(Courtesy of Standard Oil [New Jersey] Collection.)



Figure 112. Self-contained Humble Oil Company Well #36, seven miles offshore in Gulf, October 1948.

(Courtesy of Standard Oil [New Jersey] Collection.)



Figure 113. Humble #36 showing quarters, storerooms, storage tanks and support vessel, October 1948.
(Courtesy of Standard Oil [New Jersey] Collection.)

20. Concurrent Maritime Commerce

As state-of-the-art scientific geophysical surveys associated with the burgeoning oil and gas industry were conducted in Louisiana waters, traditional maritime activities also thrived in the postwar economy. Images of brisk shipping along New Orleans docks taking on cargoes (Figure 114; Figure 115; Figure 116) confirm the massive size of contemporary sea-going vessels entering and clearing New Orleans. The centuries old Roman Catholic rite of “blessing the fleet” (Figure 117), and other poignant scenes (Figure 118; Figure 119; Figure 120;

Figure 121; Figure 122) of hardworking, resilient Louisiana fishermen and shrimpers and their equipment are also presented through the courtesy of the Standard Oil [New Jersey] Collection, Photographic Archives, University of Louisville, Kentucky.



Figure 114. “At the coffee docks on the [Mississippi] river front” New Orleans, July 1945.
(Courtesy of Standard Oil [New Jersey] Collection.)



Figure 115. Ocean-going freighter being loaded, Mississippi River terminal.

**Postwar image of Mississippi River terminal, "New Orleans, Louisiana. Ocean going freighter being loaded with wheat at the grain terminal" photographed by Ed Roskam.
(Courtesy of Standard Oil [New Jersey] Collection.)**



Figure 116. Cargo transfer.

Postwar image of “Miscellaneous cargo being transferred from a barge to an ocean-going vessel” at New Orleans photographed by Ed Roskam.

(Courtesy of Standard Oil [New Jersey] Collection.)



Figure 117. “Blessing the fleet-Morgan City September 1946,” photographed by Arnold Eagle.
(Courtesy of Standard Oil [New Jersey] Collection.)

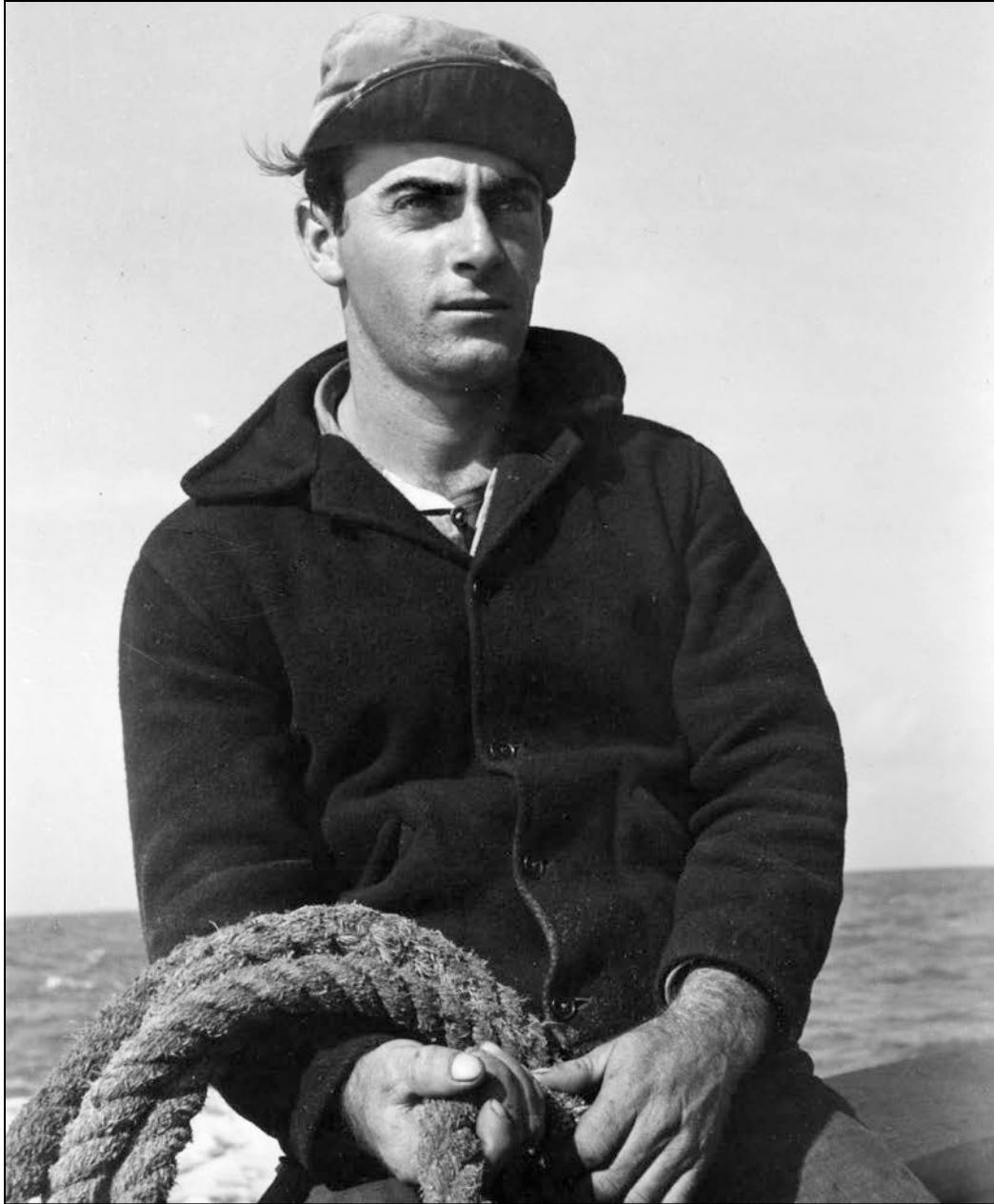


Figure 118. Winch man on shrimp boat.

“Dudley Bourg, winch man on 40 Fathom 39, Dudley is 22 years old and had been trawling on shrimp boats . . . for six years” photographed by Martha McMillan Roberts.

(Courtesy of Standard Oil [New Jersey] Collection.)



Figure 119. Trawler scene on a shrimp boat.

Image entitled “Jack Melancon, 2nd mate, Dudley Bourg, winch man of 40 Fathom 39, watching out for other shrimp boats on the Gulf of Mexico. Crew members of the shrimp boats are always on the lookout for other boats who might hit a shrimp area,” photographed by Martha McMillan Roberts in December 1946. (Courtesy of Standard Oil [New Jersey] Collection.)



Figure 120. Shrimp fishermen taking a break, photographed in July 1947 at Cameron by Todd Webb. (Courtesy of Standard Oil [New Jersey] Collection)



Figure 121. Shrimp boat docked at Golden Meadow, photographed by Russell Lee on 1 May 1950.
(Courtesy of Standard Oil [New Jersey] Collection.)



**Figure 122. Photograph entitled “tarred fishing nets”, November 1950.
(Courtesy of Standard Oil [New Jersey] Collection.)**

21. Flying Cigar Event, November 1949

According to a special inquiry initiated by the Office of Special Investigations, U.S. Air Force [Barksdale Air Force Base, Louisiana], an “unconventional aircraft” or “Flying Cigar” was sighted from Biloxi, Mississippi in late autumn 1949 (U.S. Air Force, 1950). The official “Report of Investigation” remarked that “An unidentified aerial object was observed 18 November 1949, at 1000 hours directly south of the Biloxi Veterans Hospital” by several “entirely reliable” hospital guards [names redacted]. (U.S. Air Force, 1950, p. 2) An interesting excerpt of one “Project Blue Book” follows.

At this first appearance, the object was approximately over Ship Island, which lies off the Biloxi coast about ten (10) miles to the south. There was only one (1) object. At the distance of ten (10) miles, the altitude of this object appeared to be between 2500 and 3000 feet. The object remained in sight for approximately twenty-five (25) minutes. It was white and reflected the sunlight. The shape was similar to a cigar. Nothing could be determined as to the type of construction. [redacted] Guard [redacted] stated that, using similar type planes and aerial objects as a guide, the size of the object appeared to be approximately two hundred feet (200') in length and a proportionate diameter to that of a cigar of that size. The line of flight was from New Orleans, La., to Mobile, Alabama. It maintained a steady flight with no change of altitude while in the view of these observers. There was no apparently no exhaust or any engine sound No wings or normal control surfaces were observed. The method of propulsion could not be determined as there was no sound of any power or any visible evidence of engine and exhaust. Control and stability was apparently excellent, however, the method of control could not be determined. The speed was approximately fifty (50) miles per hour and this object was completely silent in its passage through the air. (U.S. Air Force, 1950, p. 2)

In their review of the “Essential Elements of Information,” U.S. Air Force intelligence officers discussed the observers’ eyesight, personnel files related to temperament, and medical records, etc. One agent related that he had been professionally acquainted with the “Chief Guard” witness for nearly two years (U.S. Air Force, 1950, p. 3). With respect to acuity in identifying the suspicious object flying over Louisiana waters,

Two (2) of the observers [were] familiar with the derigible [sic] type aircraft, having in their lifetimes observed Air Force equipment of most types. They positively state that this object was not an aircraft of such nature. There was no projection on the underside of the cigar-shaped object which would indicate a cabin or other such space. The object was even in contour throughout its length according to Mr. [redacted]. (U.S. Air Force, 1950, p. 3)

22. The Cold War Era

On 25 September 1953, a “TOP SECRET” report entitled “Statement of Policy by the National Security Council: Continental Defense” with regional implications was circulated to select U.S. government officials including President Dwight Eisenhower (U.S. Department of State, 1953). The document discussed the inadequacies of contemporary U.S. defense mechanisms and specifically addressed countermeasures to “developing Soviet capabilities” related to Gulf ports. Heightened security provided by U.S. Coast Guard personnel at 10 major U.S. ports that included New Orleans and Galveston was viewed as a top priority. With respect to six U.S. intermediate ports that included Sabine Pass, Coast Guard personnel were tasked to “initiate a program of surveillance and denial of entry to Soviet and satellite flag vessels” (U.S. Department of State, 1953).

23. OCS Oil and Gas Production

At this date, “OCS oil and gas production, particularly in Louisiana,” had evolved to become the principal source of employment and revenue within the region (Mineral Management Services, 1984, p. 136). This industrial upsurge coincided with the extension of the legal boundary of St. Bernard Parish (Figure 123). On 30 July 1954, the parish boundary was extended three marine leagues into the Gulf based on the legislature’s enactment of law passed on 21 June 1954. To evaluate impacts to potential cultural resources from the persistent maritime expansion of the industry, special attention focused on early to mid 20th-century journals affiliated with the gas and oil trade. Those sources generally discussed transport issues, identified watercraft, and reported maritime casualties for regulatory, legal, and insurance purposes. Relevant issues of Transactions of the AIME (1885–1959), Petroleum Technology (1938-1946), and the Society of Petroleum Engineers Journal (1961–1985) were accessed through the OnePetro.org online library.

Volumes one, three, and four of the History of the Offshore Oil and Gas Industry in Southern Louisiana produced by Austin, Priest, Penney, Pratt, Pulsipher, Abel, and Taylor (2008); Austin (2008); and Sell and McGuire (2008) were reviewed for pertinent historical information linked to the project areas. Those excellent studies in conjunction with *Offshore Pioneers* (Pratt, Priest, & Castaneda, 1997) offered the author explicit data about the evolution of the industry in Louisiana waters, use and modification of a wide-range of watercraft and identification of specialized equipage.

24. Hurricane Audrey, 27 June 1957

When Hurricane Audrey hit Cameron Parish on 27 June 1957, Marking and Snape (2012, p. 82) reported the ensuing damages to “all offshore oil facilities totaled \$16 million (1957 dollars).” This “catastrophic” tropical storm also “damaged or destroyed” between “60 to 80 percent of the homes and businesses from Cameron to Grand Chenier” (Marking & Snape, 2012). More tragically, Hurricane Audrey was responsible for the deaths of 526 individuals in Cameron Parish. Roth (n.d., p. 3) suggested that “A lack of coastal irregularities and a generally smooth bottom to the Gulf of Mexico make Cameron Parish ideal to maximum wave damage along its shores.”

25. Chandeaur Island Lighthouse and Environs (1958–1960)

Ground level and aerial images taken of Chandeaur Island lighthouse and its surroundings during the late 1950s or early 1960s showed two main structures, an extensive walkway and boathouse (Figure 124; Figure 125; Figure 126; Figure 127). Two close-up photographs taken during 1958 show unidentified watercraft and possibly lighthouse personnel housekeeping (Figure 128; Figure 129). At this time, scientists recorded a sharp decline in bird nests on North Island. According to (Kurtz, 1998, p. 224); (Figure 130), “Thousands of birds nested on the Chandeaur rookeries during the breeding season of 1958, when ornithologists counted about a thousand nests on North Island alone. But the number of nests on North Island dwindled rapidly, to about 100 in 1961.”

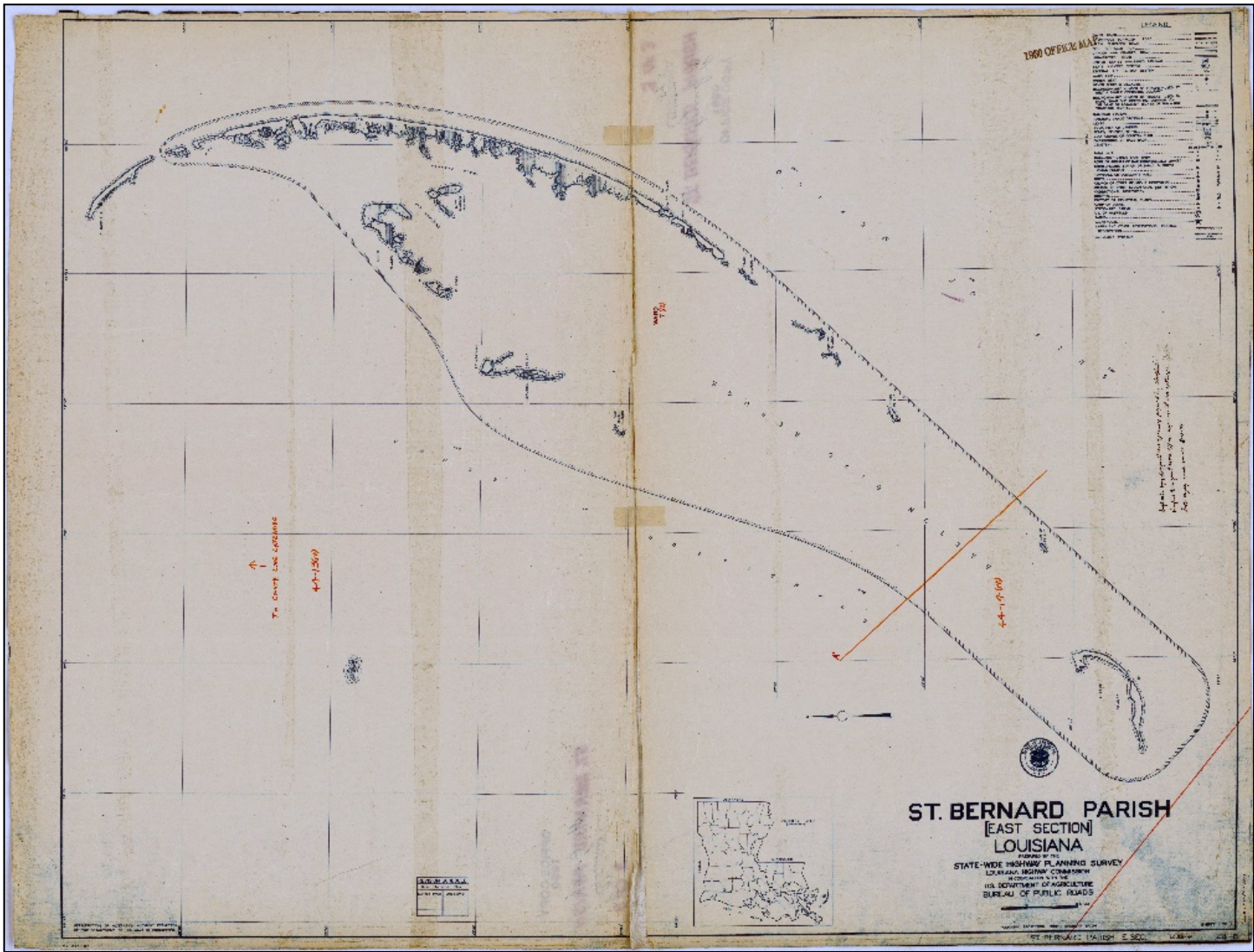
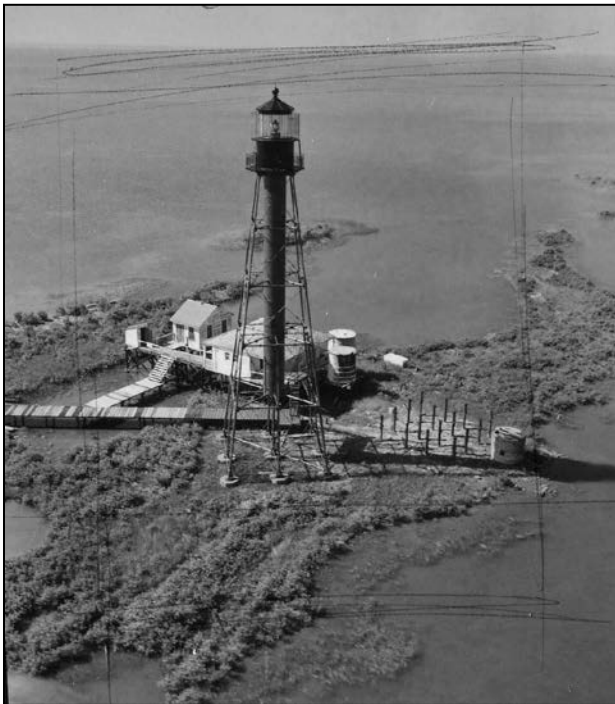


Figure 123. St. Bernard Parish map, ca. 1950.
(Courtesy of NARA.)



**Figure 124. View of Chandeleur lighthouse and facilities, undated.
(Courtesy of USCG.)**



**Figure 125. Aerial image of Chandeleur lighthouse and complex, undated.
(Courtesy of USCG.)**



Figure 126. Chandeleur lighthouse complex, 1960.
(Courtesy of USCG.)



Figure 127. Aerial view of Chandeleur Lighthouse complex, date unknown.
(Courtesy of USCG.)



Figure 128. "Houses on Chandeleur, LA, October 1958".
(Guarisco, 1958) (Courtesy of Louisiana Department of Wildlife and Fisheries.)



Figure 129. "Man hanging laundry on at his house on Chandeleur Island, LA, October 1958".
(Guarisco, 1958) (Courtesy of Louisiana Department of Wildlife and Fisheries.)



**Figure 130. "Birds flying over Chandeleur Island, LA," October 1958.
(Guarisco, 1958) (Courtesy of Louisiana Department of Wildlife and Fisheries)**

26. U.S. Navy Vessels in Private Hands

The interesting chronology of *Evelyn L. Willis* registered at Sabine Pass in 1959 bears mention due to its convoluted history and breadth of its navigational range in the subject region. Built in 1943 at Stamford, Connecticut for the U.S. Navy Reserve, *SC-1022* immediately operated in the Atlantic theater until being decommissioned in early October 1945. By 9 October, the purpose-built submarine chaser was transferred to the U.S. Coast Guard and there retired as *Air Piper* (WAVR-452). After passing to civilian status, and renamed *Evelyn L. Willis* on its 1948 Beaufort, North Carolina registration, the 126-ton vessel operated as a fishing boat in the Atlantic Ocean (Williams G. H., 2013, p. 244).

By 1951, ownership of the “fishing boat” transferred to “Tuna, Inc.” of Moss Point, Mississippi. Three years later, ownership transferred to yet another private interest and *Evelyn L. Willis* was homeported at Biloxi. From this location, the “fishing boat” was operated by Cecil Drake and as with its predecessor owner, obviously navigated in the vicinity of the Chandeleurs. In 1956, Pambo Boats of Sabine Pass acquired the vessel and homeported it at Port Arthur. At some point, the Texas Menhaden Company of Sabine Pass purchased *Evelyn L. Willis*, and this interest operated the fishing vessel from 1959 to 1967 (Williams G. H., 2013, p. 244).

Another World War II submarine chaser, *SC-1332*, was eventually registered by private interests at Port Arthur during 1958. After being decommissioned in January 1946, the 120-ton vessel (b. 1943 in Massachusetts) was purchased by a Duval County, Florida firm and utilized as a wrecker named the *Dinky*. Passing through another private party, *Dinky* arrived at Sabine Pass by 1958 and was operated by Port Arthur Menhaden Products. Likewise, the now 160-ton was transferred to Texas Menhaden Company of Sabine Pass in 1960. From that year until being scrapped in 1967, the “fishing boat” was operated in the Gulf (Williams G. H., 2013, p. 256).

In the case of *SC-1046*, this U.S. Naval Reserve watercraft was built by Rice Brothers of Rockport, Texas during 1942. Commissioned in late March 1943, *SC-1046* operated in the Pacific theater until being decommissioned in late November 1945. In 1951, the vessel was transferred to private hands at Long Beach, California; christened as *Alfhild*. From this date until 1956, the former submarine chaser was used as a very fast 121-ton fishing boat. At the later time, Pascagoula resident Cecil Drake acquired *Alfhild* and homeported the fishing boat at Biloxi until its shipwreck. Williams (2013, pp. 246-247) described the marine casualty as such

On September 10, 1959, the boat was in the Gulf of Mexico in rough seas and the 30-mph winds when it began taking on water. The Coast Guard was notified and pumps were dropped by parachute but operating them was very difficult in the sea conditions. A cutter arrived and began towing the boat towards Grande Isle, Louisiana, and the fishing boat Nancy Rose came alongside and took aboard valuable equipment. The next morning, just after 7 o'clock, Capt. Lock ordered the 5-man crew off and at 8:15 the boat went down in 600 fathoms about 60 miles off the mouth of the Mississippi. Another cutter and the tug Venice were en route at the time. The boat was owned ½ by Drake and ¼ by Robert Graves, of Moss Point, Mississippi, and ¼ by Looie W. Rash, of New Orleans.

26.1 The Crash of the National Airlines Liner DC 7B, 16 November 1959

On Monday, 16 November 1959, a National Air Lines (NAL) plane transporting 42 passengers “crashed into the Gulf of Mexico . . . approximately half way between Chandeleur Island and the Mississippi Coast, about 108 miles eastsoutheast [sic] of New Orleans” (Anniston Star, 1959, p. 1). According to a Miami airline official, one search plane sighted wreckage thought to be associated with the DC-7B without signs of life. The NAL spokesman also related the “the tail of the wreckage [was] sticking out of the water . . . [and that] the wreckage was in 90 feet of water on a shelf that dropped off to 180 feet deep”

(Anniston Star, 1959, p. 1). Furthermore, “many pieces of wreckage” were observed by the spotter aircraft “but the plane seemed to be mostly intact” (Anniston Star, 1959, p. 1).

As of 25 January 1960, U.S. Navy ships *Penguin* and *Vigor* “stood by about 50 miles east of the mouth of the Mississippi River while the divers worked” in an area of interest (Palm Beach Post, 1960). While several attempts “to find the main wreckage” had not produced the desired result, “13 bodies and small bits of floating debris” were recovered (Palm Beach Post, 1960). A Florida newspaper added these field investigation details and the potential nefarious cause of the tragic accident,

Divers were called for after sonar underwater detecting equipment contacted something in the area which authorities hoped would be the plane. An FBI investigation has indicated that an explosion, tied in with a weird insurance plot, may have a connection with the crash. This came to light with the arrest last week in Phoenix, Ariz., of Robert V. Spears, a Dallas, Tex., naturopath. Spears was listed as a passenger on the plane. He had taken out \$100,000 insurance in his own name last September [1959]. (Palm Beach Post, 1960)

By this date, the 1740-ton, 205-foot USS *Penguin* (ex-*Chetco*) was homeported at Key West and assigned to SubRon 12 but occasionally carried out submarine exercises or salvage operations. In fact, before its association with the subject 1960 recovery effort, *Penguin* established a record in rescuing U.S. Navy personnel from a depth of some 350 feet in February 1955 (NavSource Naval History, 1996-2017). In regard to the 172-foot USS *Vigor*, the ocean minesweeper was commanded by LCDR Donald Hugh Campbell at the time of the NAL reconnaissance (NavSource Naval History, 1996–2017); (Figure 131).



Figure 131. USS *Vigor*.
USS *Vigor* (MSO-473). (Courtesy of NHHC n.d.)

A follow-up story published by the Monroe News-Star on 3 March 1960 reported on cutting-edge marine equipment being utilized in the search for the missing NAL; and identified additional recovery vessels. Published under the heading, “Mermut Takes New Ocean Plunge,” the Louisiana newspaper related that,

Three Navy ships equipped with the monster, ‘Mermut,’ plus brand-new sonar gear and a complement of divers Wednesday [2 March 1960] launched the second search for wreckage of the DC-7 which plunged into the Gulf Nov. 16, killing all 42 persons aboard . . . Vessels engaged in the hunt include the USS Penguin, a veteran of the first search, the ocean minesweeper USS Assurance and the mine hunter USS Bittern. The latter ship carries the latest sound detection equipment. (Monroe News-Star, 1960)

27. Contemporary Federal Dredging Projects

Federal “agitation dredging” was carried out “in certain entrance channels along the Gulf coast, such as the Southwest Pass of the Mississippi River in Louisiana, and the Mississippi Sound channels leading into Gulfport and Pascagoula Harbors” (Mauriello & Caccese, 1965, pp. 603, 605). Representing their respective U.S Army Corps of Engineers districts, North Atlantic and Philadelphia, Mauriello and Caccese (Mauriello & Caccese, 1965, p. 605) related that

In these projects, the dredge *Langfitt* has agitated and removed a million or more cubic yards of sediment from within channel limits within a 1-week dredging assignment. The annual total volumes agitated by hopper dredges in the past 10 years has ranged from 1.3 to 11.3 million cubic yards.

Built in 1947, *Langfitt*’s specifications were identified as 352x60x30 (length, beam, deck) with a maximum hopper capacity of 3.060 cubic yards. The authors of “Hopper Dredge Disposal Techniques and Related Developments in Design and Operation” expertly described conventional methods, disposal techniques, new developments, and cutting-edge modifications employed by the USACE. At press time, the agency owned and/or operated 15 seagoing hopper dredges with “capacities ranging from 500 cubic yards to over 8,000 cubic yards” (Mauriello & Caccese, 1965, p. 598).

In addition to *Langfitt*, the 268-foot *Mackenzie* (b. 1924) was also operating in the northern Gulf during this era. However, in the interval commencing 1955 through the publication date of the featured report, dredges such as *Mackenzie* became obsolete in favor of a new design. Mauriello and Caccese (1965, p. 598) elaborated in this way,

There is presently under design a new hopper dredge to replace the *Mackenzie* in the Southwestern Division. This proposed 3,100-cubic-yard dredge, to be named *McFarland*, will be the most modern that our present technology can produce. A feature of this dredge will be its ability to utilize as much as 5,600 hp. for direct pumpout ashore through a pipeline is expected to be of considerable value in certain areas of the Sabine-Neches Waterway and the Houston Ship Channel, particularly where a shortage of disposal areas sufficiently accessible for conventional pipeline dredges is developing as a result of waterfront industrialization.

Significantly, *MacFarland* would represent the “first Corps of Engineers hopper dredge equipped with a revolving boom-supported discharge line” expressly designed for side-casting capabilities (Mauriello & Caccese, 1965, p. 613). Federal officials determined that dredging costs could be reduced where “prevailing cross-channel littoral currents” occurred like those in some Gulf coast offshore project areas (Mauriello & Caccese, 1965, p. 598). However, by 1972–1973, *Mackenzie* still operated at several northern Gulf sites. In those same years, *MacFarland* was used in the Sabine Bank Channel for dredging (U.S. Army Corps of Engineers, 1973, pp. 15-39, 15-44). In closing their informative work, Mauriello and Caccese (1965, p. 613) mentioned that a “small surplus Navy” range tender vessel was being retrofitted “for exclusive use” along “exposed channels along the Louisiana coast.”

28. Hurricane Carla, 10 September 1961

According to Texas A&M oceanographers Reid, Vastano, and Reid (1977, p. 17), “the wetted perimeter of Galveston Bay essentially doubled” in Carla’s aftermath. Due to the devastation caused by the hurricane that was responsible for 42 deaths in Texas, and billions of dollars in infrastructure loss, scientists from different disciplines engaged in forward-looking technologies to study the nature of hurricanes and their impact on the coastal landscape.

By 1966 an algorithm called SURGE I was developed and applied “to the study of Texas coastline surge susceptibility” (Reid, Vastano, & Reid, 1977, p. 17). Elements from the two-dimensional model were incorporated into a newer algorithm “for the study of the Sabine-Calcasieu region” referred to as SURGE II (Reid, Vastano, & Reid, 1977, p. 18).

29. Hurricane Cindy, 16/17 September 1963

As Hurricane Cindy roared ashore near High Island, Texas on 17 September 1963 “where it destroyed a fishing pier,” coastal residents braced for torrential rain and dangerous flooding (Chicago Tribune, 1963, p. 14). On the following day, the U.S. Army Corps of Engineers related that “all boats reported in distress had been accounted for” in the vicinity of the Louisiana-Texas border. This positive update included a formerly missing 16-foot vessel, which its two teenage occupants had shrewdly anchored near the large barge *Seahaven*. As the storm moved toward the region, Sabine and Sabine Pass were completely evacuated; and 5000 of Cameron Parish 7,000 residents sought higher ground. Cameron shrimper Murphy Dyson recalled that Hurricanes Audrey and Carla were much more destructive as his home, his “shrimp boat,” and his furniture had been swept away (Chicago Tribune, 1963, p. 14).

30. Hurricane Hilda, 3 October 1964

According to a U.S. Fish and Wildlife Service narrative produced by Gulf Island National Wildlife Refuge personnel, Hurricane Hilda developed off Cuba in late September 1964 and reached the Louisiana coast on 3 October 1964. In the aftermath of the storm, Federal agents surveyed several coastal islands, including the Chandeleurs. At least 17 new cuts had formed at the latter site due to storm surge.

West of the Delta, the tropical storm struck another current study area. In this case, marine structures and watercraft belonging to the oil and gas industries were damaged or disengaged. Specifically, Hurricane Hilda apparently impacted an unidentified number of floating storage “platforms” in Ship Shoal “and caused the storage tank to be removed” from a Eugene Island platform (World Petroleum Congress, 1967, p. 280). These losses severely hindered production and affected field activities until January 1965.

As of early October 1964, the USCG operated three Sikorsky amphibious helicopters at its New Orleans base. From the date of their late February 1963 mobilization

[T]he turbo-powered aircraft [flew] 520 rescue missions—more than one a day—at all hours of the day and night and under all weather conditions. In the process, they rescued 275 persons from bad situation—sunken or sinking boats, isolated shores or islands or the marshes and swamps of the Louisiana coast. Many of the pickups were injured or seriously ill seamen aboard ships in the Gulf of Mexico. (Desert Sun, 1964, p. 8)

During Hilda’s onslaught, one Sikorsky crew took three passengers off the cruiser *Queen Bee* in the midst of heavy seas and high winds followed immediately by a rescue operation near the Chandeleur Islands. At the second location, “a dredge with 20 men aboard was foundering in 20-foot seas” (Desert Sun, 1964, p. 8).

31. Shipwreck of Trawler *G. I. Joe*, 25 July 1965

On 25 July 1965, regional newspapers published accounts related to the explosion of the *G. I. Joe* approximately 18 miles from Sabine Pass. According to the vessel's captain "no explosives were aboard the diesel-powered wooden-hulled vessel" (Shreveport Times, 1965, p. 14). An excerpt of one feature entitled "Shrimp Boat Blast Kills Man in Gulf" follows,

Warren L. Scott of Morgan City, captain of the sunken *G. I. Joe*, escaped injury by leaping into the water. He was rescued minutes later by crewmen of the nearby *Pisces* out of Port Arthur. Scott and [Charles] Edwards were the only persons aboard the boat owned by Willie Auchion of Morgan City. At nightfall, the Coast Guard called off the search for the missing man. Scott said Edwards, who had been a crewman only a week, was lying on the left side of the boat. 'It sank in a about two minutes,' Scott said, 'I barely had time to get off'. (Shreveport Times, 1965, p. 14)

In follow-up stories, the Lake Charles American-Press (1965, p. 24) and the Orange Leader (1965, p. 8) both commented that Port Arthur marine inspection officers were expected to conduct an investigation aimed at determining the cause of the explosion." Additional data related to the shipwreck is presented in Appendix N.

32. Hurricane Debbie (1 October 1965)

In late September 1965, a weak depression formed off Honduras and eventually passed through the central Gulf coast. At that juncture, the system strengthened into a tropical storm and was referred to as Hurricane Debbie. Although the 1 October storm did not cause extensive damage to oil and gas infrastructure in coastal Louisiana, at least one commercial vessel stationed off Terrebonne Parish was impacted. At that date, Tennessee Gas Transmission (Tenneco) operated in the vicinity of Ship Shoal and commenced to move vulnerable watercraft to inland locations.

Tenneco was unable to tow the storage barge from Ship Shoal to a sheltered area before the hurricane. The barge broke loose from the buoy and was adrift 35 hours before it was located 90 miles from the field. It was undamaged. (World Petroleum Congress, 1967, p. 281)

During the 1960s, Shade and Kilgore (1997, p. 10) commented that "commerce would pass on a path that would take it 32 miles south of the [Ship Shoal Light] to avoid collision with the many oil wells that peppered the area." A U.S. Army Corps of Engineers source commented that the lighthouse was discontinued in 1965, and its automated light was deactivated by 1972. An image (probably 1960s) presented by the USCG of Ship Shoal lighthouse clearly showed davits and launch (Figure 132).



Figure 132. Photograph of Ship Shoal lighthouse taken before 1965 decommission.

(Courtesy of U.S. Army Corps of Engineers.)

33. Early Cutting-edge Scientific Surveys off Ship Shoal

In a collaborative work entitled the ROV Manual, a co-author commented that his father's search for *U-166* commenced during the late 1960s off Terrebonne Parish. According to Robert D. Christ (2007, p. xv)

Oceanographic pioneer Demitri Rebikoff stayed at our home for a month while staying for tests of his Rebikoff Remora early diver propulsion vehicle. The brilliant Dr. Harold Edgerton from MIT brought down one of his new inventions by the name of 'side-looking sonar' (later termed 'side-scan sonar') that we spent interminable hours dragging behind small boats in the Ship Shoal area south of Last Island, Louisiana.

In this era, the disciplines of marine geology and geophysics underwent a rapid transformation; which emphasized "reconnaissance of the seafloor worldwide". (National Research Council, 1982, p. 38) Vessels were often equipped with "rudimentary instruments" like those previously mentioned by Christ (2007, p. xv). During the next decade, "studies were directed toward smaller areas and more incisive tools were applied".(National Research Council, 1982, p. 38)

34. Hurricane Camille (17 August 1969)

As is generally agreed, Hurricane Camille was considered one of the most intense and destructive tropical cyclones ever recorded to strike the Louisiana coast. On 15 August 1969, the storm was described as a “small but dangerous hurricane” (U.S. Army Corps of Engineers, New Orleans District, 1972, p. 40). By the following day, a hurricane watch was published in the northern Gulf including notices for St. Bernard Parish, and the Chandeleur Island vicinity. A U.S. Army assessment published in the aftermath of Camille remarked that

By early Sunday morning, 17 August, Camille had shifted to the west and hurricane warnings were revised and included Biloxi, Mississippi, in the danger zone with gale warnings extending westward to include Grand Isle and New Orleans. Later in the day, warnings were given that the hurricane would pass close to the mouth of the Mississippi. At that time, winds were estimated to be 190 m.p.h. near the center. By 7 p.m. Sunday night, 17 August, Camille was 70 miles east-southeast of New Orleans and 60 miles south of Gulfport, Mississippi. Shortly before midnight, Camille went inland in the Waveland-Bay St. Louis area. Winds were then estimated at 160 m.p.h. and the Weather Bureau received estimates of gust up to 200 m.p.h. A reliable highwater mark of 22.6 feet m.s.l. was found at Pass Christian Monetary damages as a result of Camille was in excess of \$1 billion The most devastating damage wrought by Camille was in the coastal area of Mississippi and the Mississippi River Delta area in Louisiana. Almost total destruction occurred in these areas. As Camille passed near the Mississippi River Delta, hurricane tides overwhelmed the protective systems and inundated protected areas located along the west bank of the Mississippi River from Venice to Empire. The area from Venice to Buras was almost completely destroyed. Oil, sulphur, and fishing industries suffered severe damages inside and outside the protected area. As the hurricane moved toward landfall, heavy damage was sustained by all types of installations in and near the Rigolets-Chef Menteur-Lake Catherine area. In addition, camps and homes located on both the north and south shores of Lake Pontchartrain were damaged heavily. (U.S. Army Corps of Engineers, New Orleans District, 1972, pp. 40–41)

A technical report prepared by Wright, Swaye, and Coleman (1970) for the LSU Coastal Studies Institute elaborated on Hurricane Camille’s impacts, specifically on the landscape of the Breton-Chandeleur Island chain. Aerial images taken 19 August by LSU, and 21 August by Pan American Oil, along with ground reconnaissance photographs taken in September and early October, verified that “[c]onsiderable dissection and redeposition was evident along beach and barrier formations, and total obliteration dominated numerous sections” (Wright, Swaye, & Coleman, 1970, p. 1). Wright, Swaye, and Coleman (1970, p. 5) estimated impacts in the order of winds at “175+ miles per hour along the Chandeleur,” and “an extratidal increase in water level of over 21 feet around Breton and Gosier islands and slightly lower values along the Chandeleur arc.” In their discussion of a current area of interest, Wright, Swaye, and Coleman (1970, p. 12) commented that

The northern 8 miles of Chandeleur Island formerly consisted of an unbroken sand beach 250 feet wide which was backed intermittently by mangroves. As elsewhere in the chain, erosion and dissection were significant. However, beach removal was much less complete, and moderately wide strips of beach remained intact except where a breach occurred. Breaches were relatively narrow and, again, seem to have occupied previously existing tidal channels. Eroded sediments were deposited entirely in the lee of the island . . . which shows the extreme northern end of the island around Chandeleur Light, suggests. Sand washed through breaches by the surge accumulated immediately soundward of the breach in spectacular fan-shaped deposits.

A seaman working aboard a barge tender operating off the Chandeleurs was lost during Hurricane Camille on 16 or 17 August 1969. At the time of the tragedy, the tender was used to support the J. Ray McDermott and Company dredge barge *Lafitte* that also operated near Chandeleur Island (Federal Reporter, 1972, p. 486). Case law associated with a subsequent action brought by the family of the victim, Billy Wayne Grice, suggested that the barge tender “M/V HAWK” was also lost in the midst of this cataclysmic storm (Federal Reporter, 1972, p. 487).

35. Chevron Oil Company Platform Flare-up, 10 February 1970

The remote Chandeleurs made national news on 10 February 1970 when a Chevron Oil Company platform located near the islands caught fire. By 28 February, a “small army of oil industry and government personnel” gathered near New Orleans “to fight a potential black tide of crude oil” (Sumter Daily Item, 1970, p. 2). In order to extinguish active flares on the platform, “famed oilfield firefighter” Paul “Red” Adair was called in “to blow out the fire with a charge of several hundred pounds of explosives” (Sumter Daily Item, 1970, p. 2).

At this date, “Standard Oil of California, Chevron’s parent firm” had expended nearly one million dollars “collecting consultants and ‘a laundry list of equipment and supplies” (Sumter Daily Item, 1970, p. 2). A South Carolina newspaper identified state-of-the-art equipage and containment methodology in this way,

The list includes four oil barges with a total capacity of 2.2 million gallons, three tugboats, 11 pumps and 29,700 feet of floating booms designed for oil containment. This equipment is to be strung together as a floating pocket to trap the spreading oil and suck it off the surface of the water. Five skimmer barges are to help scoop up the oil. If some oil gets past all that equipment-and previous efforts at skimming oil off the ocean have not been notably successful-a standby force of over 300 men will be waiting with up to 30,000 bales of straw and 450 synthetic foam pads to mop up oil that washes ashore. (Sumter Daily Item, 1970, p. 2)

By 10 March 1970, Louisiana firefighters attempted to battle “the Gulf of Mexico’s biggest oil fire with a dynamite blast . . . and then tried to control what could grow into history’s largest oil slick” (Chicago Tribune, 1970, pp. 1A-1). Onsite reporters commented that, “Crude oil spewed in a dark brown geyser 100 feet high above Chevron Oil company’s Charlie platform 30 miles out from Venice” (Chicago Tribune, 1970, pp. 1A-1). To resolve the hazard, Chevron had previously installed the industry’s largest “open sea pollution control system;” and meanwhile numerous vessels including “skimming barges” and “roving slick-chase boats” circled the platform some three miles out in the Gulf (Chicago Tribune, 1970, pp. 1A-1).

State and Federal officials kept close watch on the tenuous situation as the three-mile-long slick commenced to flow toward Breton Island and the Chandeleur wildlife refuge. The Chicago Tribune (1970, pp. 1A-1) remarked “The island is 10 miles from the platform. Chandeleur has a population of 8,000 to 12,000 teal and pintail ducks plus uncounted gulls and shorebirds.” Due to the fragility of the pristine island chain, scientists, conservationists, shell seekers and sportsmen watched with trepidation as the contaminant threatened the popular shoreline (Figure 133; Figure 134).



**Figure 133. “Speckled trout at Chandeleur Islands Louisiana circa 1970”.
(Courtesy of State Library of Louisiana, 1970.)**



**Figure 134. Photograph of Chandeleur light and pier, ca. 1971.
(Courtesy of U.S. Coast Guard.)**

36. Federal Regulation of Modern Gas and Oil Watercraft

According to the U.S Department of Commerce (1976, pp. I-4), a principal goal of the 1970 Merchant Marine Program was to create a “balanced” American fleet to support U.S.-flag participation in the carriage of U.S. petroleum imports and to meet the ever increasing needs of the public and private sectors in the wake of the “energy gap” expected to intensify by the mid-1980s. As domestic energy supplies were scheduled to fall short of demand by that period, “increased exploration on the Outer Continental Shelf” were predicted by the Federal source (U.S. Department of Commerce, 1976, pp. I-4). Future activities warranted immediate attention to supply “[m]odern drilling and support vessels,” and to this end, the referenced 1970 Federal program “and the Title XI Program require[d] the construction of these specialized . . . vessels to ensure adequate participation by the American merchant marine in this area of marine operations” (U.S. Department of Commerce, 1976, pp. I-4, I-6).

As fiscal year 1975 [31 July] concluded, 4.7 billion USD were set aside to guarantee loans falling under the management of the Federal Ship Financing Fund. Vessels eligible for this Title XI assistance “generally” included those designed “for research or commercial use,” and weighing “over five net tons” (U.S. Department of Commerce, 1976, pp. I-8). Specific rules applied as outlined here,

However, any towboat, barge, scow, lighter, car float, canal boat, or tank vessels, to be eligible, must be more than 25 gross tons and floating drydocks must have a capacity of 35,000 or more lifting tons and a beam of 125 feet or more between the wing wall. The design of the vessel must be adequate from an engineering viewpoint for its intended use, and the delivered vessel must be classed by the American Bureau of Shipping as Class A-1, or meet other standards acceptable to the Secretary [USDC]. The shipowner must be a United States citizen and have sufficient operating experience and the ability to operate the vessel on a economically sound basis (U.S. Department of Commerce, 1976, p. 8)

The volume of contemporary drilling operations documented offshore of Louisiana and Texas, which would ultimately benefit from “specialized” vessel service or require purpose-built watercraft, are shown in Table 27.

Table 27. Offshore oil and gas activities

Total Offshore Drilling (January 1974–June 1974)						
State	Oil Wells		Gas Wells		Dry Wells	
	Wells	Footage	Wells	Footage	Wells	Footage
Louisiana	132	1,251,393	84	929,515	164	1,473,703
Texas	1	8,886	14	120,117	86	710,721
Total Exploratory Wells Drilled (January 1974–June 1974)						
Louisiana	2	8,162	1	16,181	71	5,386,636
Texas	-	-	8	65,018	85	300,425
Total Development Wells Drilled (January 1974–June 1974)						
Louisiana	131	1,243,231	83	913,334	93	93,067
Texas	1	8,886	6	55,101	1	10,821

Offshore oil and gas activities conducted in Louisiana and Texas as of June 1974 (U.S. Department of Commerce, 1976, p. 5).

36.1 Offshore Oil & Gas Infrastructure Impacts (1970s–1980s)

By the mid-1970s, the offshore service vessel industry, which commenced in the post-World War II era, had evolved as such,

From the marginal beginning using war surplus craft[,] shrimp trawlers, and converted pleasure craft, today the petromarine fleet is composed of many types; crew boats, utility boats, supply boats, inland and oceangoing tugs, geophysical and oceanographic vessels, and specialized barges of various types. Each is designed for a specific purpose in the offshore scheme of operations. This fleet is today, a sophisticated array of logistic support vessels used to move the men, machinery, supplies, and the rigs themselves; needed in the search for offshore oil and gas. (U.S. Department of Commerce, 1976, pp. I-42)

By summer 1976, the marine transport industry numbered over 2,700 vessels with a replacement value in excess of \$44 billion” (U.S. Department of Commerce, 1976, pp. I-42). In contrast, during 1982, there were about 34,000 fishermen operating 18,900 crafts of various sizes in the Gulf region” (Mineral Management Services, 1985, p. 103). At that time, the region’s “processed fishery products” exceeded \$660 million annually and represented nearly 20% of the total U.S. output in similar markets (Mineral Management Services, 1985, p. 103). Within three years, offshore structures that distinctly supported those industries suggested a sharp disparity. As of May 1985, there were 3,056 existing oil and gas platforms and 1,000 existing permitted artificial reefs in the Gulf (Mineral Management Services, 1985, p. 243).

Circa 1986, the “infrastructure for oil and gas production in the Gulf of Mexico” was pronounced “the most developed in the world” and included “oil refineries, petrochemical and gas processing plants, supply bases for offshore services, platform construction yards, pipeline yards, and other industry-related installations” (Reinhardt, Rouse, & Reggio, 1986, p. 109) This infrastructure was most heavily concentrated in the coastal areas of Louisiana and eastern Texas and was found at a lesser degree to reach Mobile, Alabama (Reinhardt, Rouse, & Reggio, 1986, p. 109). By the mid-1980s, some 140,000 Louisiana jobs were directly or indirectly dependent on oil and gas production sourced on the OCS (Reinhardt, Rouse, & Reggio, 1986, p. 109). Projected inbound/outbound vessel or aircraft traffic per annum related to just one offshore site amounted to 35 shuttle tankers (20,000 dwt), 14 shuttle tankers (50,000 dwt), 2,900-service watercraft, and 13,500 helicopters (Reinhardt, Rouse, & Reggio, 1986, p. 57).

Import-export data compiled by vessel operators in this period confirmed a brisk traffic pattern between the four regional U.S. customs districts; Mobile [included two Mississippi and five Florida ports], New Orleans, Port Arthur, and Houston–Galveston (Reinhardt, Rouse, & Reggio, 1986, p. 114). The subject 1983 Federal report verified that the New Orleans district “ranked first in value [18,137.6 million USD] of imports in the Gulf and in the entire Nation” (Reinhardt, Rouse, & Reggio, 1986, p. 115). Conversely, the Houston–Galveston district “ranked first in value [19,506.1 million USD] of imports in the Gulf and third nationally” (Reinhardt, Rouse, & Reggio, 1986, p. 115).

An environmental impact statement prepared in April 1986 and related to proposed oil and gas lease sales (Sales 110 [central Gulf] and 112 [western Gulf]) covered a study area of approximately 58.7 million acres. The US Department of the Interior Minerals Management Service document suggested that offshore infrastructures to service potential oil and gas concerns could include 536 exploration and delineation wells, 57 platforms, 684 development wells, and 500 miles of pipeline. The area of potential effect (APE) included the maritime environment and coastal counties/parishes of Alabama, Mississippi, Louisiana, and Texas. With a view to protect potentially significant prehistoric and historic archaeological resources, “mitigating measures” were adopted for both sites (Reinhardt, Rouse, & Reggio, 1986, pp. iii, v-vii, 55).

The subject study remarked that the potential to impact prehistoric and historic resources in both sale sites was “Very High”, and this probability was reduced to “Very Low” only if stipulations were enforced (Reinhardt, Rouse, & Reggio, 1986, pp. ix, 55). Seafloor disturbing activities such as drilling and construction of platforms and pipelines could impact cultural resources that included prehistoric and historic shipwrecks, as well as potentially significant materials abandoned and/or lost during previous oil and gas activities. The latter category of “man-made [sic] hazards [could] include pipelines, wellheads, shipwrecks, ordnances, communication cables, and debris” (Reinhardt, Rouse, & Reggio, 1986, p. 53).

Some small items falling into the human-made category mentioned in the Reinhardt, Rouse, and Reggio (1986) document included metal drums. Over the course of three months, commencing late December 1984–January 1985, nearly 175 “55-gallon” drum containers were found washing ashore on South Texas beaches alone (Reinhardt, Rouse, & Reggio, 1986, p. 207). Federal sources suggested that the drums were “believed to have been ‘lost’ overboard accidentally or deliberately” (Reinhardt, Rouse, & Reggio, 1986, p. 207). A significant number of the unmarked and generally rusted drums contained hazardous liquids and this particular type of debris was at the time [1986] a deep-rooted and “on-going problem” (Reinhardt, Rouse, & Reggio, 1986, p. 109).

Two coastal charts (Figure 135 and Figure 136) detailing Ship Shoal (produced 1937 and 1986) show significant petroleum related infrastructure built over the nearly 50-year period. Marked platform sites identified on the 1986 chart obviously do not account for infrastructure lost during storms, through casualties other than storms, and through transport, etc. It is difficult to confirm the exact number of industry watercraft lost in the vicinity of Ship Shoal due to any of those causes or general transiting to and from the platforms.

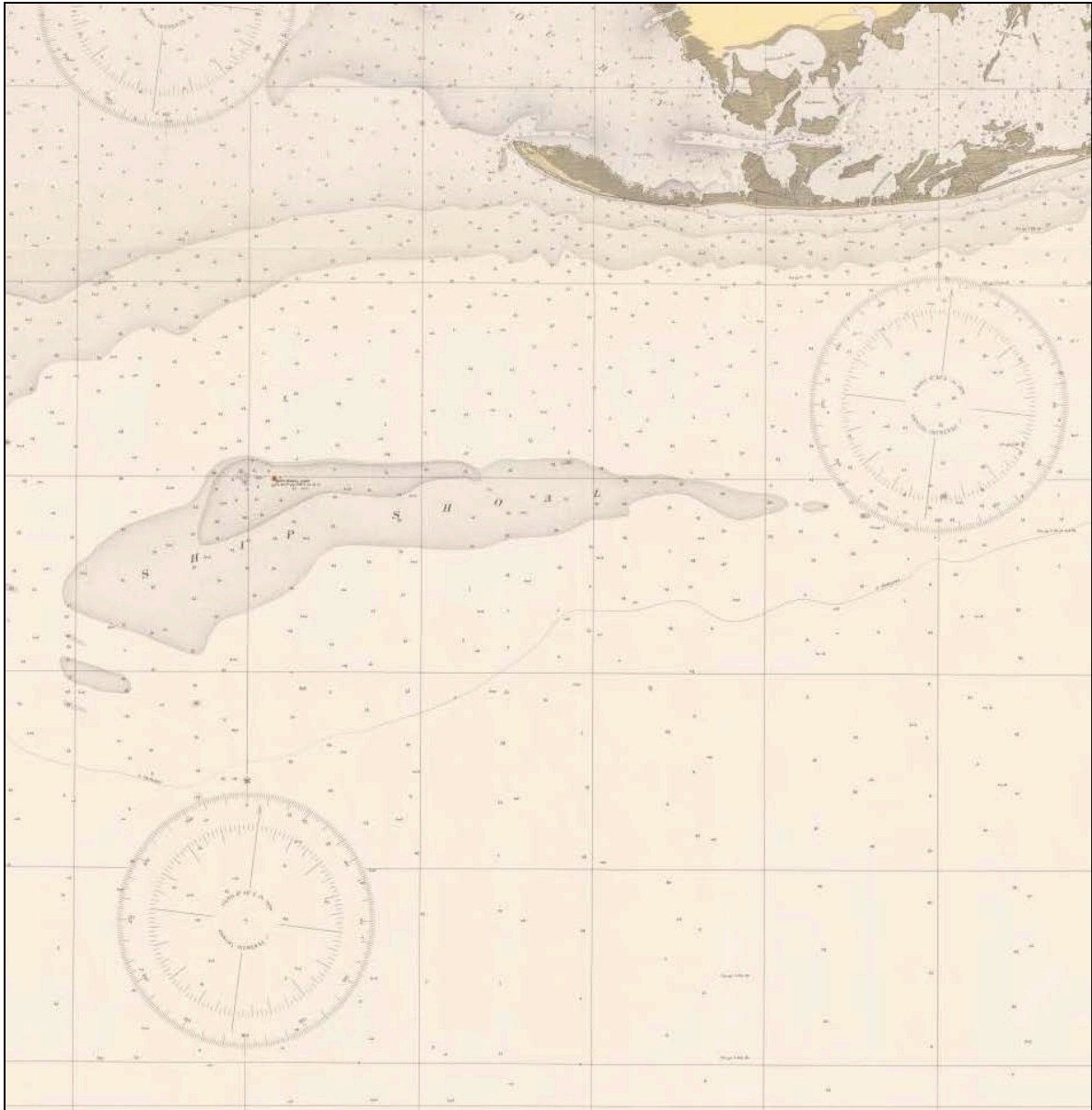
36.2 Scientific and Technical Surveys (1980s–1990s)

Academic institutions operated several vessels near the study areas in the early 1980s. Research watercraft reconnoitering off Louisiana and Texas and within the Mississippi Sound included the 65-foot *G. A. Rounsefell*, 65-foot *Gulf Researcher*, 36-foot *C’Mon Nessie II*, 65-foot *Excellence II*, 48-foot *Quest*, 90-foot *Tommy Monroe*, 165-foot *Fred H. Moore*, 130-foot *Ida Green*, 57-foot *Kevo*, and 32-foot *Bevo* (National Research Council, 1982, pp. 8–9).

In the conduct of their research to support a HAER determination, Shade and Kilgore (Shade & Kilgore, 1997, pp. 14-15) carried out a visual inspection of the Ship Shoal lighthouse during August 1996. Due to the dangerous condition of the abandoned structure, observations were made aboard a vessel navigating around the tower. Although by this date, U.S. Coast Guard personnel had abandoned the structure the architectural historians noted that several lights still worked to alert passing shipping to its location during the evening hours.

During 1988, the Louisiana Geological Survey directed a groundbreaking study related to the dramatic loss of coastal barrier islands. The results of the investigation were compiled to produce a map demonstrating the known late 19th-century shoreline as contrasted with the 1988 shoreline. Lemmon, Magill and Wiese (2003, p. 291) commented that

Advances in mapping and survey techniques have served to highlight an enormous crisis affecting Louisiana’s barrier islands and coastline. In the last century, roughly a million acres of coastal wetlands have disappeared into the sea. Barrier islands have been eaten away by erosion and in some cases have vanished entirely. This map (Figure 137) clarifies the sobering extent of coastal erosion by providing a historical comparison of the Terrebonne Parish coast in the vicinity of the Isles Dernieres.



**Figure 135. Detail of 1937 USC&GS chart of “Caillou Bay and Ship Shoal”.
(Courtesy of National Oceanic and Atmospheric Administration.)**

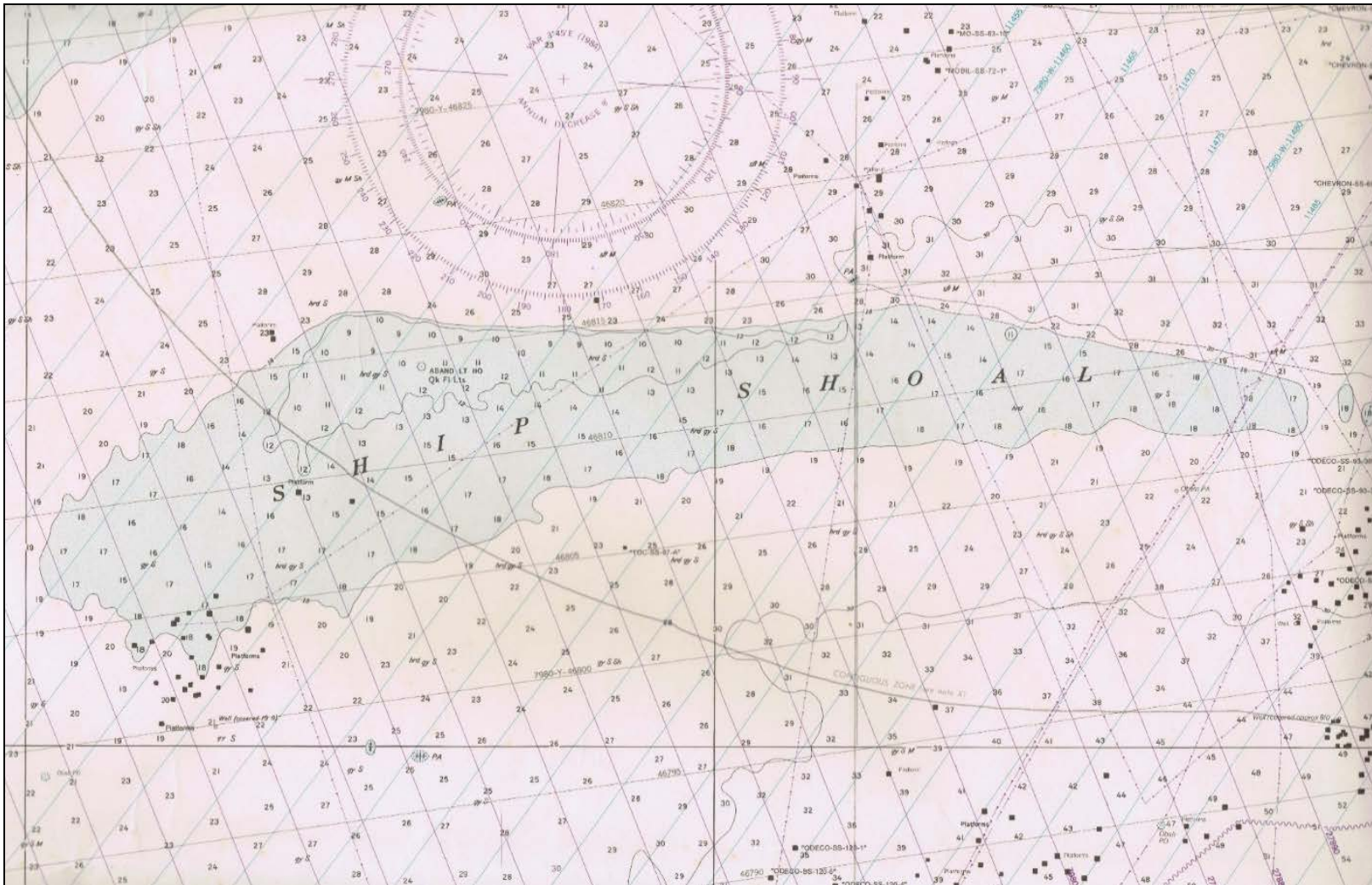


Figure 136. Isles Dernieres to Point Au Fer, detail of 1986 NOAA Chart No. 11356.
(Courtesy of Tidewater Atlantic Research.)

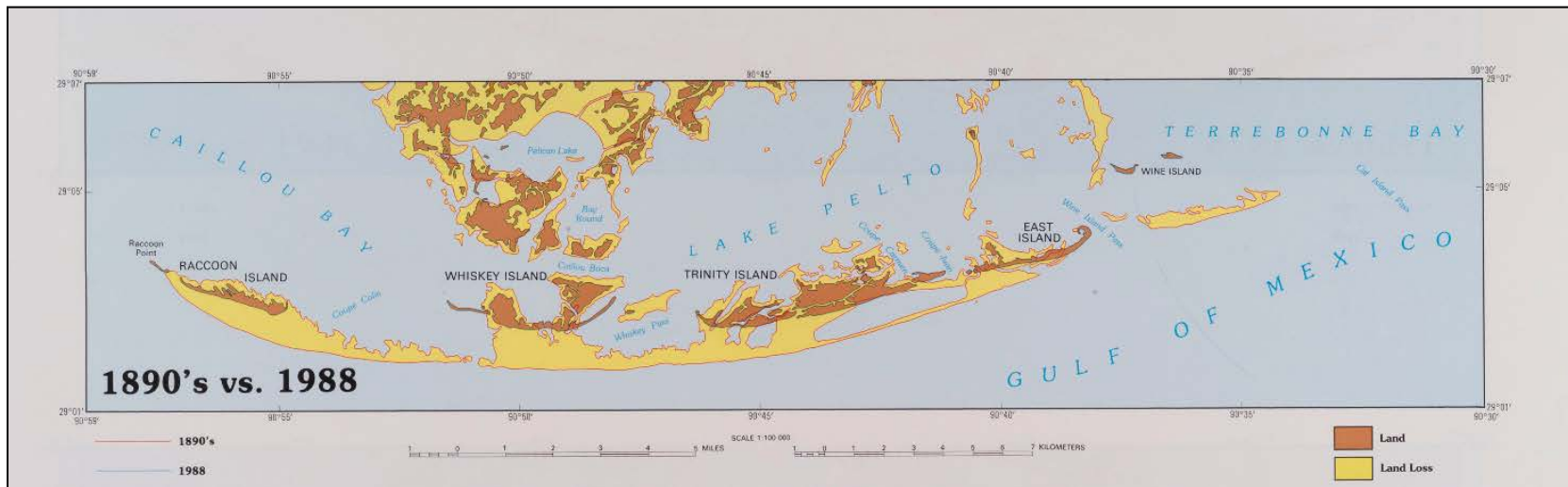


Figure 137. Chart showing dramatic loss of Terrebonne Parish, “Isle Dernieres,” over 100-year period. (Courtesy of the Historic New Orleans Collection.)

37. Contemporary Standing of Project Areas

At the turn of the 20th century, individuals or groups interested in duck hunting or fishing in the vicinity of the Chandeleurs (Figure 138) could opt for non-traditional camping opportunities instead of primitive conditions. A seasonal “caller” to the Chandeleurs was described by sports writer Mary Foster (2001, p. B4) in “Roughing it in a duck blind no longer means facing low temperatures and failing rain drops.” The Associated Press reporter expanded on a popular floating resort as such,

The living room of the Beau Rivage Sportsman’s Lodge features a big-screen television and entertainment center. Upstairs are six large, well-appointed rooms with full-size baths comparable to those of the resort on the Mississippi Gulf Coast, about 35 miles away. Decks offer space to relax and enjoy the view or even drop a fishing line The Beau Rivage lodge represents the top of the line in public hunting and fishing facilities. The lodge, built on a barge, is towed to the Louisiana Marsh for duck season, to Chandeleur Island, a federal bird sanctuary that offers fishing comparable to the Florida Keys, the rest of the year. Guests have their choice of arriving either by boat or plane. (Foster, 2001, p. B4)

In the aftermath of Hurricane Katrina [2005], U.S Coast Guard scientist Abby Sallenger remarked that the Chandeleurs “were virtually destroyed” as she and other Federal researchers viewed the extensive erosion along the critical barrier chain during a flyover (New York Times, 2005, p. A19). LIDAR revealed that former sand dunes ranging from six to nine feet disappeared entirely; and that “the uninhabited islands had turned into marshy outcrops, denuded of sand” (New York Times, 2005, p. A19). In their collaborative study entitled “Assessment of Tropical Cyclone Induced Transgression of the Chandeleur Islands for Restoration and Wildlife Management,” NASA scientists Mitchell, Reahard, Billiot, Brown, and Childs (2011, p. 229) remarked that

Over the past several centuries, the Chandeleur Islands have been slowly eroding, and moving toward the mainland. As transgressive barrier islands, this is their natural morphology Hurricane events, such as Hurricane Katrina in 2005, and Hurricane Gustav in 2008, have accelerated the transgression of the island. The northern and middle portions of the island remained mostly stationary throughout 2000-2008, except directly following Hurricane Katrina in 2005. The southern portion of the islands steadily transgressed landward throughout the entire period, but transgression was accelerated by Hurricane Katrina’s impact in 2005 Without restoration efforts, coastal Louisiana will likely lose these islands, its first line of defense from future tropical cyclonic events.



**Figure 138. Aerial image of Chandeleur Islands, photographed on 25 June 2001.
(Courtesy of NOAA Restoration Center 2001.)**

Vessels navigating near the project area in the aftermath of the *Deepwater Horizon* explosion were used for very different goals and demonstrated the complexity of the contemporary marine environment. Some traditional fishing watercraft (Figure 139) continued to operate in grossly affected waters while “thousands of fishing vessels” like the “Island Ace, of Grand Isle, Louisiana” were, ironically, engaged to search for oil (Clements, 2010, p. 4).



Figure 139. Fishing vessel off Cocodrie; photograph taken May 2010 after the *Deepwater Horizon* explosion. (Courtesy of Environmental Protection Agency 2010.)

Over the course of the first four months of 2001, the U.S Coast Guard removed the Sabine Bank light from its caisson foundation. The original lantern and historic watchtower were salvaged; and a modern tower was placed on the 1903-era caisson foundation. The lantern room is now [2015] exhibited in Lions Park at Sabine Pass. The original third-order Fresnel lens is currently exhibited at the Museum of the Gulf Coast located in Port Arthur (U.S. Coast Guard, n.d.).

38. Hurricane Ike Event (10 September 2008)

By early autumn 2008, residents living at Sabine Pass and its environs were still recovering from the effects of Category 2 Hurricane Rita, which had struck western Louisiana and East Texas on 24 September 2005. On 13 September 2008, Hurricane Ike came ashore west of Galveston with maximum winds of 110 mph but significant damages at Sabine Pass were recorded. Despite the fact that his 2005 “FEMA trailer” was totally decimated by Hurricane Ike’s “ferocious storm surge” along with those of his neighbors, Fred Forsythe summed up the universal and resilient nature exhibited historically by Gulf coastal dwellers as such,

Mosquitoes will kill you here if you don’t know how to survive Between the snakes and mosquitoes, we got mountain lions and bobcats that tall, ‘he said, holding a chain saw in one hand and gesturing waist-high with the other.’ Alligators come through my yard. We’re survivors here. That’s what we do (Forsythe quoted in: Reading Eagle, 2008, p. 7).

According to a source citing the U.S. Department of the Interior Minerals Management Service (now the Bureau of Ocean Energy Management), the Hurricane Ike event that commenced on 3 September 2008 “destroyed 52 of the 3,800 oil and natural gas platforms in the Gulf of Mexico . . . along with three jack-up drilling rigs and one platform drilling rig” (Natural Gas Intelligence, 2008). The same journal related that 62 additional platforms suffered “extensive” or “moderate” damage, while “six gas transmission pipeline systems were [also] damaged” during Hurricane Ike’s assault (Natural Gas Intelligence, 2008).

39. Relevant Coastal Restoration Objectives, August 2012

With a view to protecting thousands of acres of fragile Louisiana wetlands and to restore storm-ravaged beaches in Cameron Parish, the Bureau of Ocean Energy Management (BOEM) acted decisively during 2012 to confront the urgent situation. Writing for Times-Picayune, Schleifstein (2012) advised readers that the State of Louisiana received approval in August 2012 from the subject agency “to use offshore sand deposits to rebuild shoreline features” in two state parishes. This vital program of coastal restoration will affect two study areas under consideration in this document. According to Schleifstein (2012)

The state would use of to 5.2 million cubic yards of sand from Ship Shoal to restore 280 acres of beach and dune habitat as part of the Caminada Headland Shoreline Restoration project. The shoal is about 10 miles off the shoreline of Terrebonne Parish, and 27 miles from the project area The state also will use up to 5 million cubic yards of sand from Sabine Bank, about 21 miles offshore of Cameron Parish, to restore more than 8 miles of beach and dune habitat from the town of Holly Beach to Calcasieu Pass.

In response to the unprecedented 2012 action whereby the Federal government “allowed access to Ship Shoal, the 7,000-year-old remains of a barrier island,” then acting BOEM director Tommy Beaudreau commented that “Preserving the Gulf Coast’s diverse and sensitive habitats is important to the region’s ecology and economy” (Beaudreau quoted by: Schleifstein (2012)). In a much broader perspective, the Federal approval also “conveyed rights to the use of about 58 million cubic yards of sand in the federal Outer Continental Shelf for 31 coastal restoration projects in five states Schleifstein (2012).

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APPENDICES

Appendix A: “Observations on the Great Hurricane of 1772”

*No. 1000
E. Smith -*

THE

PHILADELPHIA

MEDICAL AND PHYSICAL

JOURNAL.

COLLECTED AND ARRANGED

BY BENJAMIN SMITH BARTON, M. D.,

PROFESSOR OF MATERIA MEDICA, NATURAL HISTORY, AND BOTANY,
IN THE UNIVERSITY OF PENNSYLVANIA.

PART I. VOL. II.

1805.

PUBLISHED BY

J. CONRAD & CO., CHESNUT-STREET, PHILADELPHIA; M. & J. CONRAD &
CO., BALTIMORE; RAPIN, CONRAD, & CO., WASHINGTON; SOMERVELL
& CONRAD, PETERSBURG; AND BONSAI, CONRAD, & CO., NORFOLK.

PRINTED BY T. & G. PALMER, 116, HIGH-STREET.

1805.

I have often seen some of the fruit-trees, above-mentioned, put forth a few blossoms late in autumn, but do not recollect to have seen fruit from them; whereas, in six or seven weeks after the storm, I gathered from mulberry-trees at my farm, three miles from town, ripe fruit, and the berries continued to ripen till the beginning of December, at which time I saw the common wild black cherry-trees, with fruit turning black on them. Four or five pears were set on one of my trees, and grew to the size of pigeons' eggs; and I have gathered some beautifully coloured apples, some as large, and larger, than two-ounce grape-shot, but without much flavour. I have learnt, from some very old persons, that, after the great hurricane of 1752, apples, in the like state, were shown as curiosities, about Christmas. It is to be remarked, however, that we have had very little severe weather, till within the last week. Would it be worthy a trial, to deprive the fruit-trees, or some of their branches, entirely of leaves, about the beginning of September, or earlier, to observe whether the like phenomena would follow?

Charleston, December 18th,
1804.

As a valuable supplement to the preceding paper, it may not be amiss to give, in this place, Bernard Romans's observations on the great hurricane of 1772,

especially as the original work* is so little known, either in America or in Europe.

“ The fatal hurricane of August 30th, 31st, September 1st, 2d, 3d, anno 1772, was severely felt in West-Florida. It destroyed the woods, for about 30 miles from the sea-coast, in a terrible manner : what were its effects, in the unsettled countries to the eastward, we cannot learn. In Pensacola, it did little or no mischief, except the breaking down of all the wharfs but one ; but, farther westward, it was terrible. At Mobile, every thing was in confusion : vessels, boats, and logs were drove up into the streets a great distance ; the gullies and hollows, as well as all the lower grounds of this town, were so filled with logs, that many of the inhabitants got the greatest part of their yearly provision of firewood there ; all the vegetables were burned up by the salt water, which was, by the violence of the wind, carried over the town, so as, at the distance of half a mile, it was seen to fall like rain ; all the lower floors of the houses were covered with water, but no houses were hurt, except one, which stood at the water-side, in which lived a joiner : a schooner drove upon it, and they alternately destroyed each other. But the greatest fury of it was spent on the neighbourhood of the Pasca Oocolo river. The plantation of Mr. Krebs there was almost totally destroyed. Of a fine crop of rice, and a large one of corn, were scarcely left any remains ;

* A Concise Natural History of East and West-Florida, &c., &c., pages 4—7. New-York : 1776.

the houses were left uncovered ; his smith's shop was almost all washed away ; all his works and out-houses blown down ; and, for 30 miles up a branch of this river, which (on account of the abundance of that species of cypress*, vulgarly called white cedar) is called Cedar river, there was scarce a tree left standing. The pines were blown down or broke ; and those which had not entirely yielded to this violence were so twisted, that they might be compared to ropes. At Botereaux's cow-pen, the people were above six weeks consulting on a method of finding and bringing home their cattle. Twelve miles up the river, live some Germans, who, seeing the water rise with so incredible a rapidity, were almost embarked, fearing a universal flood : but the water not rising over their land, they did not proceed on their intended journey to the Chactaw nation. At Yoani, in this nation, I am told, the effects were perceivable. In all this tract of coast and country, the wind had ranged between the south-south-east and east ; but farther west, its fury was between the north-north-east and east. A schooner, belonging to the government, having a detachment of the sixteenth regiment on board, was drove, by accident, to the westward, as far as Cat-Island, where she lay at an anchor, under the west point. The water rose so high, that, when she parted her cables, she floated over the island, the wind north by east, or thereabout. She was forced upon the Free-mason's-Islands, and lay about six weeks before she was got off : and if they had not

* *Cupressus Thyoides.*

accidentally been discovered by a hunting boat, the people might have remained there, and died for want, particularly as water failed them already, when discovered. The effect of this different direction of the current of air or wind was here surprising. The south-easterly wind having drove the water, in immense quantities, up all the rivers, bays, and sounds to the westward, being here counteracted by the northerly wind, this body of water was violently forced into the bay of Spirito Santo, at the back of the Chandeurs, Grand Gozier, and Breton Isles; and not finding sufficient vent up the rigolets, nor down the outlets of the bay, it forced a number of very deep channels through these islands, cutting them into a great number of small islands. The high island of the Chandeleur had all the surface of its ground washed off; and, I really think, had not the clay been held fast by the roots of the black mangrove, and, in some places, the myrtle (*Myrica*), there would have been scarce a vestige of the island left. At the mouth of Mississippi, all the shipping was drove into the marshes: a Spanish brig foundered and parted, and a large crew was lost: some of the people were taken from a piece of her at sea, by a sloop from Pensacola, a few days after. In the lakes at Chef Menteur, and in the passes of the rigolets, the water rose prodigiously, and covered the low islands there two feet; at St.-John's creek, and New-Orleans, the tide was thought extraordinary high; but, at all these last places, there was no wind felt, being a fine serene day, with a small air from the eastward.

58 *Observations on the Great Hurricane of 1772.*

“ The most extraordinary effect of this hurricane was the production of a second crop of leaves and fruit of all the mulberry-trees in this country : a circumstance into which I very carefully enquired, but could not learn, from the oldest and most curious observers, that this had ever happened before. This tardy tree budded, foliated, blossomed, and bore ripe fruit, with the amazing rapidity of only four weeks time, immediately after the gust, and no other trees were thus affected.”

VII. *Observations on the Mammoth, or American Elephant. In a Letter to the EDITOR, from the Right Reverend Bishop MADISON.*

ONE of those facts has lately occurred, which the naturalist knows best how to appreciate, and which I, therefore, take a pleasure in communicating to you. It is now no longer a question, whether the Mammoth was a herbivorous or carnivorous animal. Human industry has revealed a secret, which the bosom of the earth had, in vain, attempted to conceal. In digging a well, near a Salt-Lick, in Wythe-county, Virginia, after penetrating about five feet and a half from the surface, the labourers struck upon the stomach of a mammoth. The contents were in a state of perfect preservation, consisting of half masticated reeds, twigs; and grass, or leaves. There could be no deception; the substances were designated by obvious characters, which could not be mis-

**Appendix B: “An Historical Narrative and Topographical Description
of Louisiana, and West-Florida”**

AN
HISTORICAL NARRATIVE
AND *Wm Moore*
TOPOGRAPHICAL DESCRIPTION
OF
LOUISIANA,
AND
WEST-FLORIDA,

COMPREHENDING THE
RIVER MISSISSIPPI WITH ITS PRINCIPAL BRANCHES
AND SETTLEMENTS, AND THE RIVERS PEARL,
PASCAGOULA, MOBILE, PERDIDO,
ESCAMBIA, CHACTA-HATCHA, &c.

THE
CLIMATE, SOIL, AND PRODUCE
WHETHER
ANIMAL, VEGETABLE, OR MINERAL;

WITH

Directions for Sailing into all the Bays, Lakes, Harbours and Rivers on
the North Side of the Gulf of Mexico, and for Navigating between the
Islands situated along that Coast, and ascending the Mississippi River.

BY THOMAS HUTCHINS,
GEOGRAPHER TO THE UNITED STATES.

PHILADELPHIA:

PRINTED FOR THE AUTHOR, AND SOLD BY ROBERT
AITKEN, NEAR THE COFFEE-HOUSE, IN
MARKET-STREET.

M.DCC.LXXXIV.

trance into lake Ponchartrain, thence through the lakes Ponchartrain and Maurepas, and along the river Ibberville to the Mississippi, thence along the Mississippi to the northernmost part of the 31st deg. of North latitude, thence by a line drawn due East along the South boundary of the state of Georgia to the river Appalachicola, including all the islands within six leagues of the coast, between the Appalachicola and lake Ponchartrain.

General observations relating to the coast of Florida.

I now proceed to make some general observations, which may be of service in making the land when you arrive on the coast of Florida. This is distinguishable many different ways; as by the latitudes, the trenching and direction of the shore, and the soundings and quality of the bottom, to each of which particular attention must be paid.

From cape Blaise in 29 d 41 m North latitude, to the Balize at the mouth of the Mississippi, the coast forms a curve, inclining to the northward, for 28 leagues, as far as the East end of Rose island in 30 d 28 m North; from thence the land gradually declines to the southward, as far as Mobile Point in 30 d 17 m North about 30 leagues. Dauphin island, and the other islands, including Ship island, stretch nearly West for the space of 20 leagues, and from the North end of the Chandeleurs, which lies near 5 leagues to the South-east of Ship island, the coast runs chiefly to the southward till you arrive at the entrance of the river Mississippi.

It is likewise to be observed, that in several places there is double land to be seen over the different bays and lagoons: as at St. Andrew's bay; which may be known by a high white sand hill, near the point of a peninsula, on the left hand going in: at St. Rose's bay; where there is a remarkable red bluff on the East side of the entrance just opposite to the East end of Rose island; over the greatest part of which island double land may likewise be seen from
the

the mast head, and at the bay of Pensacola, the entrance of which is remarkable on account of the red cliff opposite to the West end of Rose island. There is a large lagoon, a little more than a league to the westward of this cliff, about 3 leagues in length, leaving a narrow peninsula, over which the double land may easily be seen, with a high red bank on the North side about half way; this seems to distinguish it from any other part of the coast. There is a double land at the entrance of the river Perdido; but it is not easily observed at any considerable distance. The same may also be seen over some parts of Dauphin island, and those to the westward of it, viz. Massacre, Horn and Ship islands, as well as between them; but it appears at so great a distance, that it cannot be mistaken for any part of the coast to the eastward of Mobile Point.

The Chandeleurs, which were 5 in number, when I visited them in the year 1772, extend nearly S by W 9 or 10 leagues. The Isle aux Grand Gozier lies about 10 or 11 miles to the southward of them, with breakers all the way between. The Isle au Briton, or rather a cluster of islands of that name, lie about 4 miles to the westward of the Grand Goziers, or Great Pelican island: both these and the Chandeleur islands are very low, with some bushes: and behind them, at a considerable distance, there is a chain of low marshy islands and lagoons, bordering the peninsula of Orleans.

This is a dangerous part of the coast to a stranger, both on account of the lowness of the land, which cannot be seen at any distance, as there are no trees, and likewise on account of the above mentioned shoal between the southernmost of the Chandeleurs, and the Grand Goziers, from latitude 29d 42m North, to 29d 32m North.

There is however very good shelter for ships, within

The Chandeleur islands.

A dangerous part of the coast.

Nassau Road. in the North end of the Chandeleurs, in Nassau road, which lies 5 leagues to the southward of Ship island, and is one of the best for large vessels on the whole coast of Florida; not only as it affords good shelter from those winds that blow on shore, but as it is, by having no bar, of so easy an access from the sea. Care must however be taken, not to go within three quarters of a mile of the inside of the island, it being shoal near that distance from the shore.

Vessels may go round the North end of it from the sea, in 5 and a half and 6 fathoms, at half a mile from the shore; and afterwards must keep in 4 and a half and 5 fathoms, till the North point bears N N E about 2 miles; when they may come to an anchor in 4 fathoms good holding ground, sheltered from easterly and southerly winds.

It would be necessary for vessels to be well acquainted with this road, as easterly winds are frequent on the coast of Florida. There is fresh water to be got any where on the Chandeleurs by digging; besides which it might be met with in a kind of well, at an old hut near the North end. No wood is to be found here but drift wood, of which there is great plenty along shore.

Nassau Road was first discovered by Dr. Daniel Cox of New Jersey, about the time of King William the 3d, who gave it the name of Nassau, in honour of that prince. Doctor Cox had likewise given the name of the Myrtle islands to those which are still so denominated, before the French called them the Chandeleurs; and they were so named by both, from the candles made of the myrtle wax with which these islands abound.

River Ibberville. From the West side of the * isthmus of the peninsula of Orleans to the junction of the Ibberville with lake

* The river Ibberville was very little known by the English at the treaty of peace in 1762; for notwithstanding the crown has expended some

Appendix C: Walker Gilbert Letter Composed 18 February 1814

copy 5
Donaldsonville, La

Dear Sir

Dec. 18 - 1814

I rec^d your letter of the 4th instant by
Mr. Orlina yesterday - Nothing could give
me more pleasure than to hear of your
intention to communicate to our Government
a statement of this banditti, the most base
and daring ever known in any country on
Earth - This outland crew of which you
have requested information are established on an
Island known by the name of Cat Island
situated about fifteen miles to the west of
the mouth of the La Touche, their force consists
of five or six armed vessels, carrying from 12
to 14 guns each and from 60 to 90 men. They
have some heavy cannon on the Island and also
a gun Brig sunk in the pass on which they
have a battery of 14 guns. The in-
formation I can obtain there is that they
amount to from 500 to 600 men,
and I have not a doubt but the advantage of
their position triple their force against an offensive
operation which could be carried on only in
Boatges for the numerous shoals form a barrier
against vessels of any considerable size without a
correct chart. The quantity of goods brought
in by the banditti is immense. I have not a doubt
but they have entered and secured far more than a
million of dollars within the last six months. When
their goods are deposited in New Orleans they

apprehend no danger of being detected, for they even
 offer them at public auction and they have had few
 difficulties in getting them transported there, for nine
 tenths of the community are proud to support and
 protect this infernal crew. I am informed that as
 many as 500 inhabitants, & citizens of New Orleans
 have been seen at one time on this Island to pur-
 chase and bring away goods - what depravity!
 Men in Office Citizens without of undoubted in-
 tegrity and just respected - uniting with a piratical
 band and sharing with them their ill gotten booty
 when Officers no longer regard their native citizens
 may ^{with} impunity lay aside their integrity and the
 opposition to law and justice consequently become
 meretricious. Such I conceive to be ^{our} present
 situation, and him who once placed unbounded
 confidence in the loyalty of his subjects has this
 day prove sufficiently demonstrative of his error,
 and in my opinion if things do not change will
 soon along be obliged to claim protection of the General
 Government for his own personal safety. You
 will not be credited, but a fact well known
 that a reward of five hundred dollars having
 been offered by the Gov. to any person that would
 apprehend La Fite was received at as being con-
 temptible and in reply 5000-^d was offered by
 La Fite & Party for the apprehending and safely
 conveying to the Isle au Chat his Excellency - and
 I firmly believe that the Gov. runs a greater risk
 of being taken to that Island and tried for his life
 than La Fite does of being punished for his crimes
 in the State of Louisiana. It is a fact they here
 at this time several men attached to the Custom

House in close confinement and a Custom
house officer sentenced to ten years hard labor
with a 56, pound weight being to his leg. -
These unbecom'g depredations will not be
believed but they are facts and some of the most
enormous I have been an eye witness.

I am Sir

with the highest esteem & respect
Yours shelt Sir
or alker Gilbert

Thos Freeman Esquire

**Appendix D: Select Excerpts from Major Latour's Historical Memoir of
the War in West Florida and Louisiana in 1814–15**

George D. Atterbury 1820
HISTORICAL MEMOIR

OF

THE WAR

IN

WEST FLORIDA AND LOUISIANA.

IN 1814-15.

WITH AN ATLAS.

BY MAJOR A. LACARRIERE LATOUR,
Principal Engineer in the late Seventh Military District United States' Army.

WRITTEN ORIGINALLY IN FRENCH, AND TRANSLATED FOR THE AUTHOR,
BY H. P. NUGENT, ESQ.

*Bis Tusci Rutulos egere ad castra reversos,
Bis rejecti armis respectant terga tegentes.
Turbati fugiunt Rutuli
Disiectique duces, desolatique manipuli,
Tuta petunt* *Virg.*

PHILADELPHIA:

PUBLISHED BY JOHN CONRAD AND CO.

J. Maxwell, printer.

1816.



NO. XVII.

PROCLAMATION.

Head-quarters, 7th military district, Mobile, September 21, 1814.

To the free coloured inhabitants of Louisiana.

THROUGH a mistaken policy you have heretofore been deprived of a participation in the glorious struggle for national rights in which our country is engaged. This no longer shall exist.

As sons of freedom, you are now called upon to defend our most inestimable blessing. As Americans, your country looks with confidence to her adopted children, for a valorous support, as a faithful return for the advantages enjoyed under her mild and equitable government. As fathers, husbands, and brothers, you are summoned to rally round the standard of the eagle, to defend all which is dear in existence.

Your country, although calling for your exertions, does not wish you to engage in her cause, without amply remunerating you for the services rendered. Your intelligent minds are not to be led away by false representations.—Your love of honour would cause you to despise the man who should attempt to deceive you. In the sincerity of a soldier, and the language of truth I address you.

To every noble-hearted, generous freeman of colour, volunteering to serve during the present contest with Great Britain, and no longer, there will be paid the same bounty in money and lands, now received by the white soldiers of the United States, viz. one hundred and twenty-four dollars in money, and one hundred and sixty acres of land. The non-commissioned officers and privates will also be entitled to the same monthly pay and daily rations, and clothes furnished to any American soldier.

On enrolling yourselves in companies, the major-general commanding will select officers for your government, from your white fellow citizens. Your non-commissioned officers will be appointed from among yourselves.

Due regard will be paid to the feelings of freemen and soldiers. You will not, by being associated with white men in the same corps, be exposed to improper comparisons or unjust sarcasm. As a distinct, independent battalion or regiment, pursuing the path of glory, you will, undivided, receive the applause and gratitude of your countrymen.

To assure you of the sincerity of my intentions and my anxiety to engage your invaluable services to our country, I have communicated my wishes to the governor of Louisiana, who is fully informed as to the manner of enrolment, and will give you every necessary information on the subject of this address.

ANDREW JACKSON,
Major-general commanding.

NO. XVIII.

ANONYMOUS.

To commodore Daniel T. Patterson, New Orleans.

Pensacola, 5th December, 1814.

SIR,

I FEEL it a duty to apprise you of a very large force of the enemy off this port, and it is generally understood New Orleans is the object of attack. It amounts at present to about eighty vessels, and more than double that number are momentarily looked for, to form a junction, when an immediate commencement of their operations will take place. I am not able to learn, how, when, or where the attack will be made; but I heard that they have vessels of all descriptions, and a large body of troops. Admiral Cochrane commands, and his ship, the *Tonnant*, lies at this moment just outside the bar; they certainly appear to have swept the West Indies of troops, and probably no means will be left untried to obtain their object.—The admiral arrived only yesterday noon.

I am yours, &c.

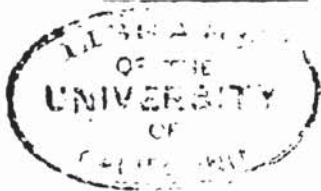
N * * *

NO. XIX.

Copy of a letter from commodore Patterson to the secretary of the navy, dated New Orleans, 17th March, 1815.

SIR,

INCLOSED I have the honour to transmit for your information a copy of a letter from lieutenant Thomas Ap Catesby Jones, giving a detailed account of the action between the gun-vessels under his command, and a flotilla of the enemy's lanches and barges, on



the 14th December, 1814, which, after a most gallant resistance, terminated, as stated in my letter of the 17th December, in the capture of our squadron.

The courage and skill which was displayed in the defence of the gun-vessels and tender, for such a length of time, against such an overwhelming force as they had to contend with, reflects additional splendour on our naval glory, and will, I trust, diminish the regret occasioned by their loss.

I have the honour to be, &c.

DANIEL T. PATTERSON.

New Orleans, 12th March, 1815.

SIR,

HAVING sufficiently recovered my strength, I do myself the honour of reporting to you the particulars of the capture of the division of United States' gun-boats late under my command.

On the 12th December, 1814, the enemy's fleet off Ship island increased to such a force as to render it no longer safe or prudent for me to continue on that part of the lakes with the small force which I commanded. I therefore determined to gain a station near the Malhereux islands as soon as possible, which situation would better enable me to oppose a further penetration of the enemy up the lakes, and at the same time afford me an opportunity of retreating to the Petite Coquilles if necessary.

At 10, A. M. on the 13th I discovered a large flotilla of barges had left the fleet, (shaping their course towards the Pass Christian) which I supposed to be a disembarkation of troops intended to land at that place. About 2, P. M. the enemy's flotilla having gained the Pass Christian, and continuing their course to the westward, convinced me that an attack on the gun-boats was designed. At this time the water in the lakes was uncommonly low, owing to the westerly wind which had prevailed for a number of days previous, and which still continued from the same quarter. Nos. 156, 162 and 163, although in the best channel, were in 12 or 18 inches less water than their draught. Every effort was made to get them afloat by throwing overboard all articles of weight that could be dispensed with. At 3 30, the flood-tide had commenced; got under weigh, making the best of my way towards the Petite Coquilles. At 3 45, the enemy despatched three

boats to cut out the schooner Seahorse, which had been sent into the bay St. Louis that morning to assist in the removal of the public stores, which I had previously ordered. There finding a removal impracticable, I ordered preparations to be made for their destruction, least they should fall into the enemy's hands. A few discharges of grape-shot from the Seahorse compelled the three boats, which had attacked her, to retire out of reach of her gun, until they were joined by four others, when the attack was recommenced by the seven boats. Mr. Johnson having chosen an advantageous position near the two six-pounders mounted on the bank, maintained a sharp action for near 30 minutes, when the enemy hauled off, having one boat apparently much injured, and with the loss of several men killed and wounded. At 7 30, an explosion at the bay, and soon after a large fire, induced me to believe the Seahorse was blown up and the public storhouse set on fire, which has proved to be the fact.

About 1 A. M. on the 14th, the wind having entirely died away, and our vessels become unmanageable, came to anchor in the west end of Malheureux island's passage. At daylight next morning, still a perfect calm, the enemy's flotilla was about nine miles from us at anchor, but soon got in motion and rapidly advanced on us. The want of wind, and the strong ebb-tide which was setting through the pass, left me but one alternative; which was, to put myself in the most advantageous position, to give the enemy as warm a reception as possible. The commanders were all called on board and made acquainted with my intentions, and the position which each vessel was to take, the whole to form a close line abreast across the channel, anchored by the stern with springs on the cable, &c. &c. Thus we remained anxiously awaiting an attack from the advancing foe, whose force I now clearly distinguished to be composed of forty-two heavy lanches and gun-barges, with three light gigs, manned with upwards of one thousand men and officers. About 9 30, the Alligator (tender) which was to the southward and eastward, and endeavouring to join the division, was captured by several of the enemy's barges, when the whole flotilla came to, with their grampnels a little out of reach of our shot, apparently making arrangements for the attack—At 10 30, the enemy weighed, forming a line abreast in open order, and steering direct for our line, which was unfortunately in some

degree broken by the force of the current, driving Nos. 156 and 163 about one hundred yards in advance. As soon as the enemy came within reach of our shot, a deliberate fire from our long guns was opened upon him, but without much effect, the objects being of so small a size. At 10 minutes before 11, the enemy opened a fire from the whole of his line, when the action became general and destructive on both sides. About 11 49, the advance boats of the enemy, three in number, attempted to board No. 156, but were repulsed with the loss of nearly every officer killed or wounded, and two boats sunk.—A second attempt to board was then made by four other boats, which shared almost a similar fate. At this moment I received a severe wound in my left shoulder, which compelled me to quit the deck, leaving it in charge of Mr. George Parker, master's-mate, who gallantly defended the vessel until he was severely wounded, when the enemy, by his superior number, succeeded in gaining possession of the deck about 10 minutes past 12 o'clock. The enemy immediately turned the guns of his prize on the other gun-boats, and fired several shot previous to striking the American colours. The action continued with unabating severity until 40 minutes past 12 o'clock, when it terminated with the surrender of No. 23, all the other vessels having previously fallen into the hands of the enemy.

In this unequal contest our loss in killed and wounded has been trifling, compared to that of the enemy.

Enclosed you will receive a list of the killed and wounded, and a correct statement of the force which I had the honour to command at the commencement of the action, together with an estimate of the force I had to contend against, as acknowledged by the enemy, which will enable you to decide how far the honour of our country's flag has been supported in this conflict.

I have the honour to be, &c.

(Signed)

THOMAS AP CATESBY JONES.

Statement of the effective forces of a division of the United States' gun-boats under the command of lieutenant-commanding Thomas Ap Catesby Jones, at the commencement of the action, with a flotilla of English boats, on the 14th December, 1814.

Gun-boat No. 5, 5 guns, 36 men, sailing-master John D. Ferris; gun-boat 23, 5 guns, 39 men, lieutenant Isaac M'Keeve

gun-boat No. 156, 5 guns, 41 men, lieutenant-commandant Thomas A. C. Jones; gun-boat 162, 5 guns, 35 men, lieutenant Robert Spedden; gun-boat 163, 3 guns, 31 men, sailing-master George Ulrick—Total, 23 guns, 182 men.

N. B. The schooner Seahorse, had one six-pounder, and 14 men, sailing-master William Johnson, commander; none killed or wounded.

The sloop Alligator (tender) had one four-pounder and 8 men, sailing-master Richard S. Shepperd, commander.

(Signed)

THOMAS AP CATESBY JONES.

The following is a correct statement of the British forces which were engaged in the capture of the late United States' gun-boats, Nos. 23, 156, 5, 162 and 163, near the Malheroux islands, lake Borgne, 14th December, 1814.

Forty lanches and barges, mounting one carronade, each of 12, 18, and 24 calibre.

One lanch mounting one long brass twelve-pounder.

One lanch mounting one long brass nine-pounder.

Three gigs, with small arms only.

Total number of boats	45
Total number of cannon	43

The above flotilla was manned with one thousand two hundred men and officers, commanded by captain Lockyer, who received three severe wounds in the action. The enemy, as usual, will not acknowledge his loss on this occasion in boats or men; but from the nature of the action, and the observations made by our officers, while prisoners in their fleet, his loss in killed and wounded may be justly estimated to exceed three hundred, among whom are an unusual proportion of officers.

NO. LXII.

COURT OF INQUIRY.

Extracts of the Proceedings of a Court of Inquiry relative to the Retreat on the Right Bank of the Mississippi, on the 8th of January, 1815.

THE court, on mature deliberation, are of opinion that the conduct of colonel Davis, Dijan and Cavallier, in the action and retreat on the 8th of January, on the western bank of the Mississippi, is not reprehensible, nor do they know of any misconduct, as officers, in either since that time.

The causes of the retreat are attributed to the shameful flight of the command of major Arnaud, sent to oppose the landing of the enemy;—the retreat of the Kentucky militia, which, considering their position, the deficiency of their arms, and other causes, may be excusable;—and the panic and confusion introduced in every part of the line, thereby occasioning the retreat and confusion of the Orleans and Louisiana drafted militia.

Whilst the court find much to applaud in the zeal and gallantry of the officer immediately commanding, they believe that a farther reason for the retreat may be found in the manner in which the force was posted on the line, which they consider exceptionable. The commands of colonels Dijan, Cavallier and Declauett, composing five hundred men, supported by three pieces of artillery, having in front a strong breastwork, occupying only a space of two hundred yards, whilst the Kentucky militia, only one hundred and seventy men strong, without artillery, occupied more than three hundred yards, covered by a small ditch only.

WM. CARROLL, *Maj. Gen.* President of the Court.

 NO. LXIII.

COURT OF INQUIRY.

At a Court of Inquiry assembled in the Naval arsenal, at New Orleans, by order of commodore Daniel T. Patterson, commanding the naval forces of the United States, on the New Orleans station, and continued by adjournment from day to day,—from Monday the 15th, until Friday the 19th of May, 1815—

*Present—*Master commandant, Louis Alexis, *president—*Lieutenant commandant Charles C. B. Thompson, and lieutenant Charles E. Crawley, *members—*for the purpose of investigating

the conduct of the officers and men of the late division of United States' gun vessels, under the command of lieutenant commandant Thomas Ap C. Jones, captured by a flotilla of British barges and lanches, on the 14th of December, 1814. The court being organized, agreeably to form, commenced with the examination of the testimony in relation to the conduct of the commanding officer of the division; and after hearing attentively all the evidence that could be produced on that subject, proceeded to a minute investigation of the whole affair.

It appears to the court, that on the 12th of December last, the British fleet first made its appearance off Cat and Ship islands—that lieutenant commandant Jones, after having reconnoitred with his division of gun-vessels, five in number, and ascertained the state of the enemy's force, on the 13th, a flotilla of the enemy's barges appearing to advance, attempted to reach the fort at the Petty Coquilles, but that in consequence of the current being ahead, and the wind failing, he was prevented from getting any further than the Malheureux islands, where he anchored his gun-vessels between twelve and two at night.

It appears to the court, that on the morning of the 14th, the enemy's flotilla being perceived to be still advancing, he placed his division in the best position to receive them, and to oppose their passage—that the enemy advanced to the attack in the course of the forenoon, and that the number of the barges and lanches to which the gun-vessels were opposed was between forty-five and fifty.

It appears to the court, that about one-third of this number attacked the flag-vessel No. 156, while the others surrounded chiefly No. 162 and 163, and that after lieutenant commandant Jones had been very severely wounded, Mr. George Parker, his master's mate, continued the action until overpowered by numbers, to which no effectual resistance could be made; during which time several of the enemy's barges were sunk alongside, and great slaughter done in others

It appears to the court, that gun-vessel No. 163 was the second vessel carried, after a gallant opposition, having previously kept off the enemy for some time, and being entirely surrounded.

It appears to the court, that gun-vessel No. 142, was the vessel next carried; that this was not effected, however, until her

commander, lieutenant Shedden, had been most severely wounded (who, nevertheless, remained on deck and continued to give orders to the last,) nor until she was completely surrounded by the enemy, who suffered greatly in the contest.

It appears to the court, that No. 5, sailing-master Ferris, was the next vessel that fell into the hands of the enemy—that the enemy succeeded in boarding her at a time, when further resistance was rendered ineffectual by the dismounting of her twenty-four pounder, and when the fire from the other gun-vessels had been turned upon her, after their capture.

It appears to the court, that No. 23, lieutenant M'Keever, was the last vessel captured, and that this was effected at about half past twelve o'clock, after the enemy had succeeded in turning the fire of the other gun-vessels, previously captured, upon her.

It also appears to the court, that the barges and lanches of the enemy were all mounted with cannon, and had from a thousand to twelve hundred men on board, armed in the best possible manner.

And, lastly, it further appears to the court, that after gun-vessel No. 156 had been captured by the enemy, her fire was turned upon the other gun vessels, and continued for a considerable time under the American colours.

The result of this inquiry is, a unanimous opinion, that lieutenant commandant Jones evinced by his movements, previous to the action, a judgment highly creditable to his character—that when an attack had become certain, he availed himself of every means to gain the best position for his squadron; and that, during the subsequent engagement, when opposed to a force of at least nine times his number, in large, well-appointed boats, formidably armed, he evinced a firmness and intrepidity worthy the emulation of his countrymen, and reflecting the highest honour on the service to which he belongs.

The court likewise conceive, that midshipman Parker, who acted as master's-mate during the action, on board the flag-vessel, displayed, in his determined resistance to the enemy, after the fall of his commander, the most signal bravery; and that he merits, in an especial degree, the notice of his government.

The court feels gratified in expressing the opinion, that the brave crew of gun-vessel No. 156 forcibly felt the example of

their officers; and that, under its influence, they maintained a most unequal conflict, with unparalleled destruction to the enemy, until they were borne down by numbers to which no opposition could be made.—Nor did the fall of this vessel, by which the enemy's force was not only increased, but, by her position, in a great measure covered, check the ardour of the gallant defenders of the rest of the squadron; for we find them contending as long as the least prospect of annoying the enemy lasted; their exertions unimpaired by their loss, and yielding at last, in succession only, to the concentrated force of the enemy, brought to act against each vessel.

With the clearest evidence for their guide, the court experience the most heartfelt gratification in declaring the opinion, that lieutenant commandant Jones, and his gallant supporters, lieutenants Spedden and M'Keever, sailing-masters Ulrich and Ferris, their officers and men, performed their duty on this occasion in the most able and gallant manner, and that the action has added another and distinguished honour to the naval character of our country.

LOUIS ALEXIS,

Master Commandant U. S. Navy.

G. DAVIS,

Officiating Judge Advocate.

In approving the proceedings and opinion of the court of inquiry, I avail myself with pleasure of the favourable occasion thus afforded me to express my admiration of the gallantry and skill displayed by lieutenant Jones, and his brave companions, in the defence made by them against so overwhelming a force as not to afford a prospect of success, to which the enemy were astonished to find a resistance offered. In this unequal contest I trust it will be found, that the national and naval character has been nobly sustained—that the resistance of the attack of so very superior a force has contributed, in no small degree, to the eventual safety of this city.

The proceedings and opinion of the court of inquiry, of which master commandant Louis Alexis is president, are approved.

DANIEL T. PATTERSON,

Captain U. S. Navy, com'g. N. O. Station.

NO. LXIV.

A list of the several corps composing the British army at the time of its landing on the shores of the Mississippi, with an estimate of their respective force.

→ 4th [✓] regiment, king's own, lieutenant-colonel Francis Brooke	- - - - -	843 750 strong	✓
7th do. Royal Fusiliers, lieutenant-colonel E. Blakeney	- - - - -	850	✓
→ 14th do. Duchess of York's own (light dragoons) lieutenant-colonel C. M. Baker	- - - - -	350	✓
→ 21st [✓] do. Royal North Britain fusiliers, lieutenant-colonel W. Patterson	- - - - -	900	995 ✓
40th do. Sommersetshire, lieutenant-colonel H. Thornton	- - - - -	1000	✓
43d [✓] do. Monmouth (light infantry) lieutenant-colonel Patrickson	- - - - -	850	✓
→ 44th [✓] do. East Essex, lieutenant-colonel honourable Thomas Mullen	- - - - -	750	647 ✓
→ 85th [✓] do. Buck volunteers (light infantry) lieutenant-colonel William Thornton	- - - - -	650	460 ✓
→ 93d [✓] do. Highland, lieutenant-colonel Robert Dale	- - - - -	1100	907 ✓
→ 95th [✓] do. Rifle corps, major Samuel Mitchell	- - - - -	500	488 ✓
→ 1st [✓] do. West India, lieutenant-colonel C. W. Whitby	- - - - -	700	65 ✓
→ 5th [✓] do. West India, lieutenant-colonel A. M. K. Hamilton	- - - - -	700	643 ✓
A detachment from the 62d regiment	- - - - -	350	
✓ Rocket brigade, artillery, drivers, engineers, sappers and miners	- - - - -	1500	
Royal marines	- - - - -	1500	
Sailors taken from the fleet	- - - - -	2000	
		14,450	

* Of this regiment we have seen two returns signed by D. Dervan, adjutant, of the 17th December and 5th January, each of which justify the amount here given—its establishment was one thousand two hundred and eight.

† This regiment consists of three battalions, of one thousand men each, of which only a demi-battalion was sent to Louisiana.

Staff of the British Army.

- Sir Edward M. Pakenham, colonel of the 7th regiment of foot, lieutenant-general commander-in-chief of the expedition.
- Major-general Samuel Gibbs, colonel of the 59th regiment of foot, commanding the first division.
- Major-general John Lambert, colonel 1st regiment foot-guards, commanding the second division.
- Major-general John Keane, colonel 60th regiment of foot, commanding the third division.
- Lieutenant-colonel John Dixon of the royal artillery, commanding the artillery.
- Lieutenant-colonel Burgoyne, of the royal engineers, commanding the engineer department.
- Lieutenant-colonel Steven, adjutant-general.
- Lieutenant-colonel Bell, quarter-master-general.
- Lieutenant-colonel Bradford and major Smith, military secretaries.
- Mr. Soane, purveyor-general.
- Mr. Hunter, paymaster-general.
- Mr. Moody, commissary-general.
- Doctor John Robb, inspector-general of hospitals.
- Doctor Thomson, inspector of hospitals.

In addition to the above, I give the following letter as corroborating the above statement.

Letter from Robert Morrell, M. D. to major Latour.

New Orleans, April 8, 1815.

SIR,

DURING my detention in the British fleet, the officers, both naval and military, with whom I had an opportunity to converse, always estimated their force here on the 8th January, at ten thousand regular troops at least. An incident occurred relating to this subject on the evening of the 7th January, which you may think worth communicating; This day I had accidentally omitted to wear uniform: while at supper with the ward-room officers of the Gorgon frigate, a military officer, (whose name I disremember) was introduced as coming directly from camp; he took a seat at table, and began to talk freely about the situation of the army, his business in the fleet, and addressing himself principally to me, he having taken up the idea I was first lieutenant of the ship. After various inquiries about the two lines, I asked the number of Bri-

tish he supposed might be on shore, he replied, when the last reinforcements would be landed (which he had met three days before near Villeré's canal) there would be, marines and sailors inclusive, from thirteen to fifteen thousand men; he was certain of this, for he had seen some returns previous to his departure; this was an intelligent officer, having the grade of captain, who had been sent by the commander-in-chief to ascertain the quantity of provisions in the fleet.

I am, &c.

ROBERT MORRELL, M. D.

United States Navy.

NO. LXVI.

No. 1.

London, Admiralty Office, March 9, 1815.

Despatches addressed by Vice-Admiral the honourable Sir Alexander Cochrane, G. C. B. &c. to John Wilson Croker, Esq.

Armide, off Isle au Chat, Dec. 16, 1814.

SIR—Having arrived at the anchorage, off Chandeleur islands, on the 8th inst. captain Gordon, of the Seahorse, (which ship, with the Armide and Sophie, I had sent on from off Pensacola to the anchorage within Isle au Vaisseau) reported to me that two gun-vessels of the enemy, apparently large sized sloops, of very light draught of water, had fired at the Armide, upon her way down from within the chain of small islands that run parallel to the coast from Mobile towards Lac Borgne, and having afterwards joined three others, cruising in the lake, were then visible from his mast head.

The Bayone Catalan, (or des Pecheurs) at the head of Lac Borgne, being the contemplated point of disembarkation, the distance from the inner anchorage of the frigates and troop-ships to the Bayone full sixty miles, and our principal means of transport open boats, it became impossible that any movement of the troops could take place till this formidable flotilla was either captured or destroyed.

Rear-admiral Malcolm joined me with the fleet upon the 11th instant, and upon the 12th I placed the lanches, barges, and pinnaces of the squadron, with captain Montessor, of the Manly,

and captain Roberts, of the Meteor, under the command of captain Lockyer, of the Sophie, and sent them into Lac Borgne, in pursuit of the enemy, while the frigates, troop-ships, and smaller vessels, moved into the inmost anchorage, each vessel proceeding on until she took the ground.

After an arduous row of thirty-six hours, captain Lockyer had the good fortune to close with the flotilla, which he attacked with such judgment and determined bravery, that, notwithstanding + their formidable force, their advantage of a chosen position, and their studied and deliberate preparation, he succeeded in capturing the whole of the vessels, in so serviceable a state as to afford at once the most essential aid to the expedition.

For the particulars of this brilliant affair, I refer their lordships to the accompanying copy of captain Lockyer's letter, detailing his proceedings, which, I am fully aware, their lordships will duly appreciate.

Captain Lockyer's conduct on this occasion, in which he has been severely wounded, and his long and actual services as a commander, justly entitling him to their lordship's protection, and finding it expedient to place this flotilla collectively upon the establishment of a thirty-six gun frigate, I have appointed him to the command thereof.

Captain Montessor, whom I have placed in the command of the gun-vessels until captain Lockyer's wounds will admit of his serving, and captain Roberts, whom I have before had occasion to mention to their lordships, together with lieutenants Tatnell and Roberts, and the officers mentioned by captain Lockyer, I trust will not fail to meet their lordship's notice.

Our loss has been severe, particularly in officers: but, considering that this successful enterprise has given us the command of Lac Borgne, and considerably reduced our deficiency of transports, the effort has answered my fullest expectations.

I have the honour to be, &c.

ALEXANDER COCHRANE,
Vice-admiral and Commander-in-chief.

Letter from Nicholas Lockyer to admiral Cochrane.

H. M. sloop Sophie, Cat Island Roads, December 17, 1814.

SIR—I beg leave to inform you, that in pursuance of your orders the boats of the squadron, which you did me the honour to place under my command, were formed into three divisions, (the first headed by myself, the second by captain Montessor, of the *Manly*, and the third by captain Roberts, of the *Meteor*) and proceeded, on the night of the 12th instant, from the frigate's anchorage in quest of the enemy's flotilla.

After a very tedious row of thirty-six hours, during which the enemy attempted to escape from us, the wind fortunately obliged him to anchor off St. Joseph's island, and nearing him, on the morning of the 14th, I discovered his force to consist of five gun vessels of the largest dimensions, which were moored in a line abreast, with springs on their cables, and boarding nettings triced up, evidently prepared for our reception.

Observing also, as we approached the flotilla, an armed sloop* endeavouring to join them, captain Roberts, who volunteered to take her with part of his division, succeeded in cutting her off and capturing her, without much opposition.

About ten o'clock, having closed to, within long gun-shot, I directed the boats to come to a grapnel, and the people to get their breakfasts; and as soon as they had finished we again took to our oars, and pulling up to the enemy against a strong current, running at the rate of nearly three miles an hour, exposed to a heavy and destructive fire of round and grape, about noon I had the satisfaction of closing with the commodore in the *Seahorse's* barge.

After several minutes' obstinate resistance, in which the greater part of the officers and crew of this boat were either killed or wounded, myself among the latter, severely, we succeeded in boarding, and being seconded by the *Seahorse's* first barge, commanded by Mr. White, midshipman, and aided by the boats of the *Tonnant*, commanded by lieutenant Tatnell, we soon carried her, and turned her guns with good effect upon the remaining four.

* This 'armed sloop,' which required a division of barges to capture required one four-pounder, and carried eight men.

During this time captain Montessor's division was making every possible exertion to close with the enemy, and, with the assistance of the other boats, then joined by captain Roberts, in about five minutes we had possession of the whole of the flotilla.

I have to lament the loss of many of my brave and gallant companions, who gloriously fell in this attack; but considering the great strength of the enemy's vessels, (whose force underneath described) and their state of preparation, we have by no means suffered so severely as might have been expected.

I am under the greatest obligations to the officers, seamen and marines, I had the honour to command on this occasion, to whose gallantry and exertions the service is indebted for the capture of these vessels; any comments of mine would fall short of the praise due to them. I am especially indebted to captains Montessor and Roberts, for their advice and assistance. They are entitled to more than I can say of them, and have my best thanks for the admirable style in which they pushed on with their divisions to the capture of the remainder of the enemy's flotilla.

In an expedition of this kind, where so many were concerned, and so much personal exertion and bravery was displayed, I find it impossible to particularize every individual who distinguished himself, and deserves to be well-spoken of; but I feel it my duty to mention those whose behaviour fell immediately under my own eye.

Lieutenant George Pratt, second of the Seahorse, who commanded that ship's boats, and was in the same boat with me, conducted himself to that admiration which I cannot sufficiently express. In his attempt to board the enemy he was several times severely wounded, and at last so dangerously, that I fear the service will be deprived of this gallant and promising young officer.

I cannot omit to mention also the conduct of lieutenants Tannell and Roberts, of the Tonnant, particularly the former, who, after having his boat sunk alongside, got into another, and gallantly pushed on to the attack of the remainder of the flotilla. Lieutenant Roberts was wounded in closing with the enemy.

I have the honour to be, &c.

NICHOLAS LOCKYER, *Captain*

- No. 1—Gun-vessel, 1 long twenty-four-pounder, 4 twelve-pound carronades, and 4 swivels, with a complement of 45 men; captain Jones, commodore.
- No. 2—Gun-vessel, 1 long thirty-two-pounder, 6 long six-pounders, 2 five-inch howitzers, and 4 swivels, with a complement of 45 men; lieutenant M'Ives [M'Keever.]
- No. 3—Gun-vessel, 1 long twenty-four-pounder, 4 long six-pounders, and 4 swivels, with a complement of 45 men.
- No. 4—Gun-vessel, 1 long twenty-four-pounder, 4 twelve-pound carronades, with a complement of 45 men.
- No. 5—Gun-vessel, 1 long twenty-four-pounder, 4 twelve-pound carronades, with a complement of 45 men.
- No. 6—Armed sloop, 1 long six-pounder, 2 twelve-pound carronades, with a complement of 20 men.

NICHOLAS LOCKYER, *Captain.*

A list of killed and wounded in the boats of his majesty's ships, at the capture of the American gun vessels, near New Orleans.

Tonnant—1 able seaman, 2 ordinary seamen, killed; 1 lieutenant, 4 midshipmen, 4 able seamen, 4 ordinary seamen, 2 landsmen, 3 private marines, wounded.

Norge—1 quarter-master, killed; 1 master's-mate, 4 able seamen, 3 ordinary seamen, 1 private marine, wounded.

Bedford—1 seaman, killed; 2 lieutenants, 1 master's-mate, 2 seamen, wounded.

Royal Oak—1 seaman, wounded.

Ramilies—4 seamen, killed; 9 seamen, wounded.

Armide—1 seaman, killed.

Cydnus—1 midshipman, 1 seaman, 2 private marines, wounded.

Seahorse—1 midshipman, 1 volunteer of the first class, 1 able seaman, 1 ordinary seaman, 1 landman, 4 private marines, killed; 1 lieutenant of marines, 7 able seamen, 7 ordinary seamen, 1 landman, 4 private marines, wounded.

Traave—1 volunteer of the first class, 1 captain of the foretop, killed; 1 private marine, wounded.

Sophie—1 captain, wounded.

Meteor—3 seamen, wounded.

Belle Poule—2 seamen, wounded.

Gorgon—1 master's mate, wounded.

No. 7.

*Letter from general Lambert to earl Bathurst.**His Britannic Majesty's ship Tonnant, off Chandeleur's island,
January 28th, 1815.***MY LORD,**

After maturely deliberating on the situation of this army, after the command had unfortunately devolved upon me, on the 8th instant, and duly considering what probability now remained of carrying on with success, on the same plan, an attack against New Orleans, it appeared to me that it ought not to be persisted in. I immediately communicated to vice-admiral sir A. Cochrane that I did not think it would be prudent to make any further attempt at present, and that I recommended re-embarking the army as soon as possible, with a view to carry into effect the other objects of the force employed upon this coast; from the 9th inst. it was determined that the army should retreat, and I have the satisfaction of informing your lordship that it was effected on the night of the 18th inst. and ground was taken up on the morning of the 19th on both sides of the bayou, or creek, which the troops had entered on their disembarkation, fourteen miles from their position before the enemy's line, covering New Orleans, on the left bank of the Mississippi, and one mile from the entrance into Lac Borgne: the army remained in bivouac until the 27th instant, when the whole were re-embarked.

In stating the circumstances of this retreat to your lordship, I shall confidently trust that good order and discipline ever existed in this army, and that zeal for the service, and attention was ever conspicuous in officers of all ranks. Your lordship is already acquainted with the position the army occupied, its advanced post close up to the enemy's, and the greater part of the army were exposed to the fire of the batteries which was unremitting day and night since the 1st of January, when the position in advance was taken up. The retreat was effected without being harassed in any degree by the enemy; all the sick and wounded (with the exception of eighty, whom it was considered dangerous to remove), field artillery, ammunition, hospital and other stores of every description, which had been landed on a very large scale,

were brought away, and nothing fell into the enemy's hands, excepting six iron eighteen-pounders, mounted on sea carriages, and two carronades, which were in position on the left bank of the Mississippi; to bring them off at the moment the army was retiring was impossible, and to have done it previously would have exposed the whole force to any fire the enemy might have sent down the river. These batteries were of course destroyed, and the guns rendered perfectly unserviceable; only four men were reported absent next morning, and those, I suppose, must have been left behind and have fallen into the hands of the enemy: but when it is considered the troops were in perfect ignorance of the movement, until a fixed hour during the night, that the picquets did not move off till half-past three o'clock in the morning, and that the whole had to retire through the most difficult new made road, cut marshy ground, impassable for a horse, and where, in many places, the men could only go in single files, and that the absence of men might be accounted for in so many ways, it would be rather a matter of surprise the number was so few.

An exchange of prisoners has been effected with the enemy upon very fair terms, and their attention to the brave prisoners, and wounded, that have fallen into their hands, has been kind and humane, I have every reason to believe.

However unsuccessful the termination of the late service the army and navy have been employed upon, has turned out, it would be injustice not to point out how much praise is due to their exertions; ever since the 13th December, when the army began to move from the ships, the fatigue of disembarking and bringing up artillery and supplies from such a distance has been incessant; and I must add, that owing to the exertions of the navy, the army has never wanted provisions. The labour of the seamen and soldiers was particularly conspicuous on the night of the 7th inst. when fifty boats were dragged through a canal into the Mississippi, in which there were only eighteen inches of water, and I am confident that the vice-admiral sir Alexander Cochrane, who suggested the possibility of this operation, will be equally ready to admit this, as well as the hearty co-operations of the troops on all occasions.

From what has come under my own observation since I joined this army, and from official reports that have been made to me, I beg to call your lordship's attention to individuals who, from their station, have rendered themselves peculiarly conspicuous. Major Forrest, at the head of the quarter-master-general's department, I cannot say too much of. Lieutenant Evans and Peddie of the same, have been remarkable for their exertions and indefatigability; sir John Tylden, who had acted in the field as assistant adjutant-general with me (lieutenant-colonel Stovin having been wounded on the 23d ult. though doing well, not as yet being permitted to take active service), has been very useful; on the night of the 7th, previous to the attack, rear-admiral Malcolm reports the great assistance he received from him in forwarding the boats into the Mississippi; captain Wood, of the 4th regiment, deputy assistant adjutant-general, has filled that situation since the first disembarkation of the troops with zeal and attention.

During the action of the 8th inst. the command of the 2d brigade devolved upon lieutenant-colonel Brooke, 4th regiment, that of the 3d upon colonel Hamilton, 5th West India regiment, and the reserve upon colonel Blayken, royal fusileers; to all these officers I feel much indebted for their service. Lieutenant-colonel Dickson, royal artillery, has displayed his usual abilities and assiduity; he reports to me his general satisfaction of all the officers under his command, especially major Munro, senior officer of the royal artillery, previous to his arrival, and of the officers commanding companies.

Lieutenant-colonel Burgoyne, royal engineers, afforded me every assistance that could be expected from his known talents and experience; that service lost a very valuable and much esteemed officer in lieutenant Wright, who was killed when reconnoitring on the evening of the 31st ultimo.

Lieutenant-colonel Mein, of the 43d, and lieutenant-colonel Gubbins, 85th regiment, field officers of the piquets on the 18th, have great credit for the manner in which they withdrew the outposts on the morning of the 19th under the direction of colonel Blakeney, royal fusileers.

I request in a particular manner to express how much this army is indebted to the attention and diligence of Mr. Robb, de-

puty inspector of hospitals, and their immediate removal, with such excellent arrangement, that the wounded were all brought off with very favourable circumstance, except such cases as would have rendered their removal dangerous.

Captain sir Thomas Troubridge, royal navy, who commanded a battalion of seamen, and who was attached to act with the troops, rendered the greatest service by his exertions in whatever way they were required; colonel Dickson, royal artillery, particularly mentions how much he was indebted to him.

The conduct of two squadrons of the 14th light dragoons, latterly under the command of lieutenant-colonel Baker, previously of major Mills, has been the admiration of every one, by the cheerfulness with which they have performed all descriptions of service. I must also mention the exertions of the royal staff corps under major Todd so reported by the deputy-quarter-master-general.

Permit me to add the obligations I am under to my personal staff. Lieutenant the honourable Edward Curzon, of the royal navy, who was selected as a naval aid-de-camp to the commanding officer of the troops on their first disembarkation, each of whom have expressed the satisfaction they had in his appointment, to which I confidently add my own.

Major Smith, of the 95th regiment, now acting as military secretary, is so well known for his zeal and talents, that I can with great truth say, that I think he possesses every qualification to render him hereafter one of the brightest ornaments of his profession.

I cannot conclude without expressing how much the army is indebted to rear-admiral Malcolm, who had the immediate charge of landing and re-embarking the troops; he remained on shore to the last, and by his abilities and activity smoothed every difficulty.

I have the honour to be, &c.

(Signed)

JOHN LAMBERT.

P. S. I regret to have to report that during the night of the 25th, in very bad weather, a boat containing two officers, viz. lieutenant Brydges and cornet Hammond, and thirty-seven of the 14th

light dragoons, unfortunately fell into the hands of the enemy, off the mouth of the Rigolets. I have not been able to ascertain correctly the particular circumstances.

—

*Return of casualties in action with the enemy near New Orleans,
on the 23d and 24th December, 1814.*

General staff—1 lieutenant-colonel, 1 major, 1 lieutenant wounded.

Royal artillery—2 rank and file killed; 1 lieutenant, 7 rank and file missing.

Royal engineers, sappers and miners—1 rank and file missing.

4th foot—1 captain, 1 lieutenant, 1 sergeant, 1 drummer, 1 rank and file killed; 1 sergeant, 2 drummers, 8 rank and file wounded; 2 rank and file missing.

35th ditto—2 captains, 11 rank and file, killed; 1 captain, 3 lieutenants, 4 sergeants, 2 drummers, 57 rank and file, wounded; 1 lieutenant, 1 ensign, 1 sergeant, 16 rank and file, missing.

93d do—1 rank and file, wounded.

95th foot—6 sergeants, 17 rank and file, killed; 1 captain, 2 lieutenants, 6 sergeants, 34 rank and file, wounded; 1 major, 2 sergeants, 39 rank and file, missing.

Total—4 captains, 1 lieutenant, 7 sergeants, 1 drummer, 33 rank and file, killed; 1 lieutenant-colonel, 1 major, 2 captains, 8 lieutenants, 10 sergeants, 4 drummers, 141 rank and file, wounded; 1 major, 1 lieutenant, 1 ensign, 3 sergeants, 58 rank and file, missing.

NAMES OF OFFICERS KILLED, WOUNDED, AND MISSING.

KILLED.

4th foot—captain F. J. Johnstone, lieutenant John Southerland.

21st do—captain W. Conran.

85th do—captains C. Grey and C. Harris.

WOUNDED.

General staff—lieutenant-colonel Stovin, 28th foot, assistant adjutant-general, severely but not dangerously; major Hooper, 87th foot, deputy assistant adjutant-general severely (leg ampu-

Appendix E: Case of CHAUVEAU v. WALDEN Eastern District, June 1821 In: Louisiana Term Reports, or Cases Argued and Determined in the Supreme Court of the State of Louisiana

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Louisiana Term Reports,

OR

CASES

ARGUED AND DETERMINED

IN THE

Sup. SUPREME COURT

OF THE

STATE OF LOUISIANA.

1402

BY FRANCOIS-XAVIER MARTIN,

ONE OF THE JUDGES OF SAID COURT.

Decisiones & sententiæ tribunalium supremorum, pro lege servandæ & faciunt jus ad similes decidendas.

Castillo, lib. 7, cap. 30, n. 4.

VOL. VIII.

BEING VOL. X. OF THIS REPORTER.

New-Orleans:

PRINTED BY BENJAMIN LEVY & CO.

42, Royal-street.

1822.

East'n District.
June, 1821.

CHAUVEAU vs. WALDEN.

CHAUVEAU
vs.
WALDEN.

APPEAL from the court of the first district.

The *quantum* of salvage is left to the discretion of the original court, and the supreme court will not disturb the judgment, when it does not appear that the discretion was improperly exercised.

MARTIN, J. This is an action for money, had and received. The defendant, as owner, and J. W. Brown, as master, of the brig Ceylon, filed their answer and claim, stating that the money claimed was saved at sea, from imminent danger and total loss, by the exertions and assistance of capt. Brown, and that they have a lien thereon for salvage. The district court allowed eight per cent. for salvage, and gave judgment for the balance in favour of the plaintiff; the defendant appealed.

The facts appear by a number of depositions.

Helot deposed, he was passenger on board of *le Navigateur*, of which the plaintiff was master, which was lost on the 6th of March last, on Chandeleur islands, about 2 A. M.; and he, the other passengers and some sailors, left the wreck at eight o'clock, in the long boat; and about four descried three vessels, among which was the brig Ceylon, on board of which they were received. A sloop, the foremost of the three vessels, appeared to avoid the long boat, while she made for her, but layed-to in

order to enable the boat to reach her. The boat, from the moment she left the wreck, leaked very much, and they kept one man constantly bailing her, and sometimes two; the sea was rough. After they reached the Ceylon, the weather grew bad, and continued so during the next day. He believes that had they not met the Ceylon, they must inevitably have been lost; the boat, in the opinion of the officer who commanded her, having avoided the shore, lest she should fall on the breakers. He, and most of his companions, remained on board of the Ceylon, from the 6th to the 20th of March, 9 o'clock A. M., when he left her with some of them, others remaining. When she reached the Balize, the wind grew back, and she broke her cable; and the wind blowing on land, she ran the risk of going ashore. The deponent, one hour after he got on board of the brig, took notice that the boat in which he came was almost full of water, and three hours after she disappeared. Capt. Brown informed him that when the boat got alongside the brig, she might have reached the Balize in two or three hours.

Hottine, Le Francais and Bressiere, deposed, that they were sailors on board of

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le Navigateur, which was lost near the Chande-
deleur islands, on the 6th of March last, at 2
A. M.; and after uselessly trying to save her, the
people took to the *portemanteau* and long boat,
in order to save themselves; the deponents,
mate and passengers, got on board of the lat-
ter, and left the wreck at half-past seven A. M.
They sailed along the islands, till they were
compelled by the apprehension of falling on
the breakers, to push off. At four P. M. they
saw a sloop at anchor, and two vessels un-
der sail. The sloop soon after sailed in such
a direction, as induced the belief that she
sought to avoid the long boat; the other ves-
sels approaching, one of them the Ceylon,
shortened sail, and afforded the boat the op-
portunity of reaching her; and the deponents,
and their companions, got on board, and the
Ceylon continuing her rout, cast anchor about
half an hour afterwards, in seven fathoms of
water. The Balize was about four miles dis-
tant when the boat reached the Ceylon. Dur-
ing the night it blew very fresh from N. E.;
and at 10 o'clock P. M., the cable broke, and
the Ceylon went adrift. The weather continu-
ed bad during the following day, and the
deponents believe that had they not met

with the Ceylon, they could not have reached land before night, and they cannot tell what would have been the consequence. They believe they would have reached the Balize at dark. There were oars and a hawser.

Bribert, Le Villain, Quintin, Robillard and Cavet, deposed, they were passengers on board of *le Navigateur*, cast ashore on the Chandeleur islands, on the 6th of March, at 2 A. M.; that after pumping a long while, and endeavouring to save her, they forsook her. The mate, three sailors and the passengers, at half after seven got into the long boat. The passengers could take but a small part of their goods, as 600 lbs. of silver were put on board; the seams of the boat were not well closed, she made water, and one hand was constantly employed in bailing her. They sailed towards the island, but on approaching they were compelled to push off lest they should fall on the breakers. At 4 o'clock they perceived a sloop at anchor, which on seeing the boat, sailed, as if avoiding the boat, which perhaps was mistaken for that of some pirate. There were also two other vessels, one of which the Ceylon, shortened sail to allow the boat to reach her. They got on board at about five;

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the weather was cloudy, and it grew quite dark about one hour after. The anchor was cast about half an hour after the deponents reached the Ceylon, but no land could be seen. During the night the wind freshened, and the Ceylon went adrift. The weather continued bad on the following day. There was neither chart nor light on board the boat, but there was a compass. The captain of the third vessel hailed the Ceylon, and proposed to receive part of the people off the long boat, which the captain of the Ceylon declined, having a sufficiency of provisions. The deponents saw the plaintiff, master of *le Navigateur*, take a bag of money from the Ceylon. They are ignorant of the amount; from the bulk, they suppose, that if the bag contained silver only, there might be from \$11 to 1200. From the condition of the long boat, and the state of the weather during the night, they believe that had not they been taken up, they would have inevitably perished. From the difference of opinion between the mate and one of the sailors on board of the boat, as to the bearing of the Balize, the deponents believe that their information was very incorrect, and they very little knew where they were.

B. Brown deposed, that he is the master of the Vigilant; he was sailing for the Balize in company with the Ceylon; at about 4 P. M. he discovered a boat steering about S. E., the Ceylon, being nearer to her, bore down, as did the Vigilant. The Ceylon soon came up with, and boarded the boat, and when the Vigilant came near, the people of the boat were getting on board of the Ceylon, and he understood they belonged to a French ship, cast away on the Chandeleur islands. In all appearance the boat was in great distress, and the people employed in bailing her. He thinks that when he first discovered her she might be at the distance of fifteen miles from the Balize. The wind had been blowing very fresh in the morning, and the day before, but moderated a little. After the captain of the Ceylon, had taken the people of the boat on board, he hailed the deponent, requesting that he might remain in company till the morning, as he was short of provisions, and might perhaps be able to send some of them on board of the Vigilant. Within half an hour, the wind began to increase and blow very fresh. The sea was running very high, even at the time the boat was taken on board, a fresh gale blew.

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The opinion of the deponent (a very experienced seaman, who has been at sea for seventeen years) is, that the boat could not have survived an hour longer, had she not been received by some vessel. When the boat reached the Ceylon, the land was not to be seen. The weather was dark and cloudy, but even, had it been clear, he believes it was at too great a distance to be seen. After having run about eight hours from the time of meeting the boat, the deponent fell in with a schooner, from which he learned that they had seen land that afternoon, and that they judged the light-house to bear S. E. and by S. The deponent had been running an hour and a quarter to make these eight miles, and hove about to inform the captain of the Ceylon of what the schooner said. They agreed to come to an anchor. The wind kept increasing all the time, and during the night blew an extraordinary gale. It was so strong during the night that the deponent was obliged to pay about seventy-five fathoms of cable to his anchor, and still dragged it, and from thirteen fathoms he drifted into five. There was a current setting out, which broke up a sea over the deponent's vessel; not having a single man

dry on board. The boat of the *le Navigateur* would not have lived five minutes in that sea, and from the course she was steering, when she was picked up, she must have gone into it. The gale still continued on the following day. The deponent remained at anchor during the night, so did the Ceylon, at the distance of three quarters of a mile; on the morning of the 8th, the deponent set sail with the Ceylon, to get into the Balize. The wind was so strong, that the pilot could not come out, and both vessels were driven to sea. The deponent remained out six or seven days, and came to anchor inside of the Balize, the same day as the Ceylon, viz. on the 19th, having remained some days at anchor outside of the bar. As the deponent was bearing for the boat, he met with a sloop, which had been laying at anchor, and was making sail. He heard from her, that she had not dared to board the boat, being afraid the people were pirates, although stated to have been cast away. About the time he was speaking to the sloop, the Ceylon was bearing to for the boat. He has been a regular trader out of this port since 1817; at the time the boat was picked up, he had not had a good observation for

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four days, and did not know where he was, owing to the cloudiness of the weather.

On his cross-examination, deponent said his ship's company consisted of seven, including himself and a boy. The Ceylon may be a brig of about 120 tons, he knows not what was the number of her crew. When he first descried the boat from his fore-yard, he took her to be the light-house; the weather was hazy, and he thinks he was about four miles from her. The boat was making sail towards the Ceylon, which bore down upon her. He perceived the distress of the boat, when he came up with the Ceylon, along side of which she then was. He inferred her distress from the number of persons on board, and the quantity of baggage passing on board of the Ceylon, and the bailing of the boat; she had one or two sails, but he saw no oar, and thinks from the quantity of people on board, none could be used. The Ceylon was detained a quarter or half an hour in taking on board the contents of the boat, and she came to an anchor that night, on account of the shortness of her provisions, as the captain stated, and in hope of being able the next morning to send some of the people on board of the Vigilant.

A wish to assist the Ceylon in that object, induced the deponent to come to an anchor that night, which, in the deponent's opinion, was a deviation from the voyage. It was about six p. m. when both vessels came to an anchor. The deponent thinks they must have been about eight miles from the nearest land, when the boat was picked up, and he believes they were sailing at the rate of five miles an hour.

Hallowells deposed, he was a passenger, and acted as master on board of the Ceylon; about 4 p. m. of the 7th of March last, they discovered a boat, about fifteen miles from land, which was making signals, they stood towards her, and took the people on board. They proved to be the passengers, and part of the crew of the French brig *le Navigateur*, wrecked on the Chandeleur islands; that at the time they received the people on board, the weather was thick and rainy, and land was not in sight. In the course of the night it came on to blow a violent gale of wind, and the deponent is certain that the boat could not have lived after the men were picked up. The Ceylon parted her cable that night in the gale, which continued three or four days. From the nature of the coast, or the direction

East'n District.
June, 1821.

CHAUVEAU
vs.
WALDEN.

East'n District,
June, 1821.

CHAUVEAU
vs.
WALDEN.

in which the boat was sailing, even if they had reached the shore, they could not have saved themselves. The boat had a compass on board, but the glass was broke so as to render it nearly useless. The Ceylon was short of provisions at the time they received the crew of the boat, and was obliged to purchase before she reached the port; she was eighteen days from New-York. The people of the boat were fed by the captain of the Ceylon, while they were on board of her. The deponent judges that when they took up the boat, the Ceylon was sailing S. W. by W. The passengers of the boat said, at the time they were taken up, they did not know where they were going. The wind was N. E., the boat was veered astern of the Ceylon, by a hawser, and sunk that night in the gale. The light-house at the Balize is two leagues from the sea.

M^rClintock deposed, that on the 6th or 7th of March, he was in the schooner Caroline, which he commanded, standing in for the Balize; at night it came on to blow a violent gale of wind, which considerably damaged his sails. He does not think that a long boat could have lived in the gale, and even if she

had been driven ashore, she must have been stove, and the persons on board must have perished. In standing in for the land, the deponent spoke two vessels, one of them a brig, having a large boat in tow. They inquired of him where they were, and the deponent having made the land, directed them as to the course they should steer, to the best of his judgment, as he was not certain himself. The weather had been thick for two days before, and he had not been able to take an observation.

This concluded the testimony for the defendant and appellee.

Heuze deposed, he was mate on board of the French brig *le Navigateur*, lost on the 6th of March, on Chandeleur islands, and took the command of the long boat, in which all the passengers, five sailors, and a raw hand, embarked. She was provided with two suits of sail, five oars, one of which was used as a mast, caulking irons, tar and every thing necessary to repair her, in case of accident; two anchors, fifty fathoms of three inch rope, entirely new, and half a piece, or sixty fathoms of string, new also; twelve gallons of water, half a barrel biscuit, a whole cheese, twenty

East'n District.
June, 1821.

CHAUVEAU
vs.
WALDEN.

East'n District.
June, 1821.

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bottles of wine, a compass and a sextant.—

A barrel, four boxes and nine bags of money were put on board. The boat left the wreck about 8 A. M., the weather was fair, and the sea calm, the wind at N. He steered S. W. till about 2 P. M., then alternately S. and S. W.; at about half after three he descried a sloop at anchor, and steered for her, *i. e.* S. S. E.; when the boat was within a quarter of a league from her, she started, in order to avoid the boat. The deponent finding himself unable to overtake her, lay-to for two vessels which were behind, sailing towards him, with a fair wind; one of them, a brig, passed within hail without stopping: the deponent made a signal of distress, and she shortened sail in order to enable the deponent to reach her. He did so in ten minutes, and found her to be the Ceylon of New-York, the master of which consented to receive the people and contents of the boat, and took the money under his care. He was informed by the master, that the Balize was, according to his reckoning, four miles distant. The Ceylon continued her rout till about 5 o'clock, when she cast anchor in eight or nine fathoms. The wind rose during the night and she parted her cable. The

master appeared uneasy on account of the vicinity of the land, and sailed off and on. In the moment the deponent saw the light-house of the Balize, at the distance of half an hour's sail. The wind having changed, the Ceylon could not enter the river, and put to sea, where a calm retained her for several days, so that she did not reach the bar before the fourth day. He cast anchor, and entered only four days after. The deponent is a stranger to the country, and never sailed in these seas. The glass of the compass was broke when the boat reached the Ceylon, but might still be used. There were in all twenty-one persons in the boat. The deponent is master of the vessel, twenty-five years of age, and navigator since he was nine years old; he has no doubt that he would have reached the land before night, had he not met the Ceylon, as the boat went at the rate of four knots an hour.

He knew what course he ought to have taken from the Chandeleur islands, to reach the land, it was S. S. W.; when they were taken up by the Ceylon, it was fine weather. He made no allowance for the current, thinking the distance too short to require any. He considered he was about two leagues from the land.

East'n District,
June, 1821.

CHAUVEAU
vs.
WALDEN

East'n District.
June, 1821.

CHAUVEAU
vs.
WALDEN.

He had not seen it for two hours, but had followed it. The land he had seen two hours before was Chandeleur islands, and Grand Gozier.

Dumont deposed, that he was lieutenant on board of *le Navigateur*, and left her with the captain, in the small boat, about 10 o'clock. There were about eight persons in this boat, and it had but one seat. They landed at about 6 P. M., on Breton island, distant about ten leagues from the wreck. They passed the night there. The small boat was deeper loaded than the long one, and had only six inches out of water, while the long boat had a foot at least. The weather was bad when they landed, and the sea grew high soon after they entered the river, at Plaquemine. On board of the long boat there were two persons acquainted with the coast.

Timothy Dawes deposed, he has been at sea thirty years. A compass in an open boat, with the glass broke, in stormy weather, is unfit for navigation.

The *quantum* of salvage is, in every case, left to the discretion of the court, and in the present, it does not appear to me that the district judge exercised his improperly. The judgment should be affirmed.

MATHEWS, J. I concur in this opinion. On examining the evidence in the case, I see nothing attendant on the transaction, either in relation to labour, peril or risk, that would authorise a larger portion of the property saved to be decreed to the sailors, than that which has been allowed by the district court.

East's District
June, 1821.

CHATELAIN
vs.
WALDEN.

As to the expense of supporting the persons who were taken up and brought into port, it might have been made a separate charge, but ought not to be taken into consideration in estimating salvage on account of the property.

It is therefore ordered, adjudged and decreed, that the judgment of the district court be affirmed with costs.

Moreau for the plaintiff, *Carleton* for the defendant.

BOLTON & AL. vs. HARROD & AL.

APPEAL from the court of the first district.

MARTIN, J. On the 30th of August, 1819, the present suit was brought for the purpose of obtaining security for the payment of a bill of exchange (endorsed by the defendants

If the endorser be sued on the protest for non acceptance, in order to compel him to give security, and afterwards, on the protest for non payment, on

Appendix F: Letter Composed 12 February 1847 at “Chandeleur Island” (U.S. Army Captain John Winder to Brigadier General R. Jones) RE: The Shipwreck of the Schooner Elizabeth and Quartermaster Report RE: Schooner Elizabeth

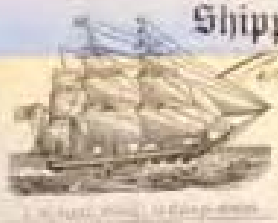
Chandeleur Islands
Feb 12th 1847

Brig Gen R Jones
Adjt General
Sir

I regret to inform you, that the
Transport Schooner Elizabeth, on board of which
Company 5th Regt Sash on the morning of the 11th Inst.
went ashore at 12 o'clock same night on this Island,
and is totally wrecked; with much difficulty
we saved the Troops & Crew, but saved no property. Some
of the property has drifted ashore and as soon as I am
ascertain what we can collect I will make a
detailed report on the subject.

The men on the wreck were hours, exposed
to the sea which ^{blew} over the vessel constantly & to a heavy
North Wester, which was very cold. During the
whole time not a murmur was heard from the men
not a breach of discipline even the most minute & I
say with pleasure that the behaviour of my Company during
the whole ^{time} was such as to make me feel very proud of
their discipline, the Messengers that carried this, will send
down a vessel for us

Respectfully
Yours &c
Wm Mendenhall
Capt 1st Regt



Shipped, in good order and well conditioned, by Capt. [Name]

Quarter Master United States Army, on board upon the [Ship Name] and now lying at the Port of [Port Name] and bound for [Destination]

To [Recipient Name]

- 58 Horses - 58 Paper Hacks
- 15 Horses [unclear] - 5 Water buckets
- 5 Bales Hay - 50 Water casks - 2400 lbs
- 15 [unclear] [unclear]
- 1 Bin woven [unclear]
- 3 Bins [unclear]
- 11 [unclear]
- 124 [unclear]
- 75 Bins [unclear]
- 11 Bins [unclear]
- 3 Bins [unclear]
- 300 Bins [unclear]
- 40 [unclear]
- 13 Casks [unclear]
- 2 Bins [unclear]

To [Recipient Name]

- 240 Bins [unclear]
- 4 Bins [unclear]

Office of U. S. [unclear]

The Property of the United States, being marked and numbered as in the margin: to be delivered in the like order and condition, at the aforesaid Port of [Port Name] (the dangers of the Navigation only excepted,) unto [Recipient Name] or to [Agent Name]. Freight for the said Goods payable at this Office, at the rate of [Rate] allowed six days grace after which it shall be deemed at the rate of fifty dollars per day.

In witness whereof, the Master or Deputee of the said [Ship Name] hath affirmed to [Agent Name] three Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated at [Port Name] 15 day of [Month] 1847

[Signature]

**Appendix G: “Sketches and Remarks Relative to the Location of
Lighthouses at Chandeleur Island, Merrill’s Shell Bank and Bonfouca”
Bowditch Survey, 13 May 1847**

8th Oct. 18th Dec
C



SKETCHES and REMARKS
RELATIVE
TO THE
LOCATION OF LIGHTHOUSES
AT
CHANDELEUR ISLAND,
MERRILL'S SHELL BANK
AND
BONFOUCA.

(May 13/1845 G.M. Bowditch's
Reporters)

8-8c-42

20

CHANDELEUR

LIGHT STATION

LOUISIANA

SURVEY OF MAY 1887

Magnetic Declination May 1887. $6^{\circ}38' E$

KEPPER'S DREDGING LIGHT HOUSE

ABOUT ONE FOOT OF WATER
AT LOW TIDE

SURVEY OF MARCH 1884

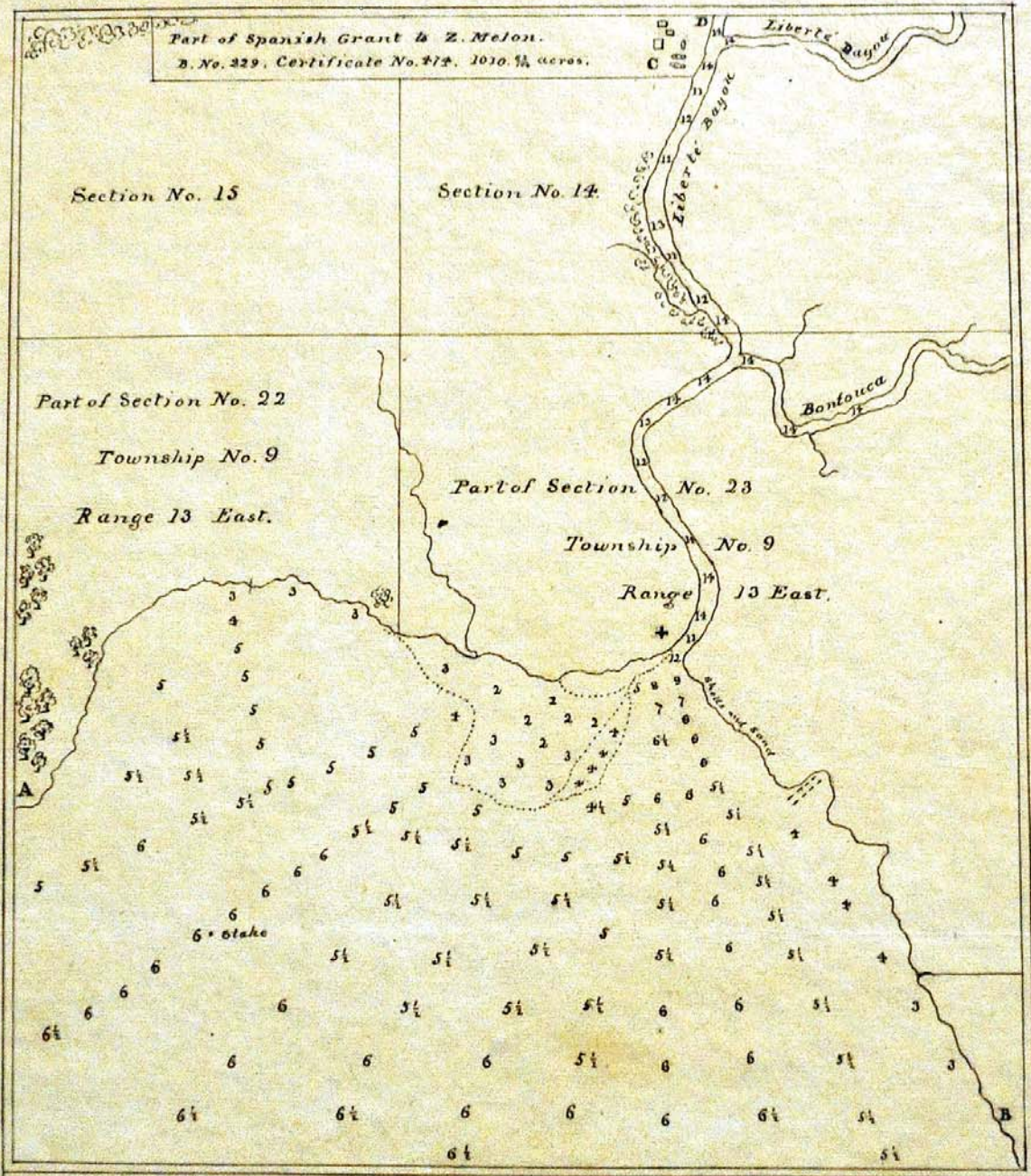
KEPPER'S DREDGING
LIGHT HOUSE

OFFICE LIGHT HOUSE ENGINEER,
7 & 8th DISTRICTS
NEW ORLEANS, LA. MARCH 31, 1884

8th Dist.

2^d C. With Engr's letter, dated Apr. 5 '94 (Joint Report)
filed May 17 '94

8-8C-1



New Orleans, May 13th 1847.

Geo. B. Swiditch

8-8c-45

Part of Spanish Grant to Z. Melon.
B. No. 229, Certificate No. 717, 1010. 1/2 acres.

0
100
200
C

Section No. 15

Section No. 14

Part of Section No. 22

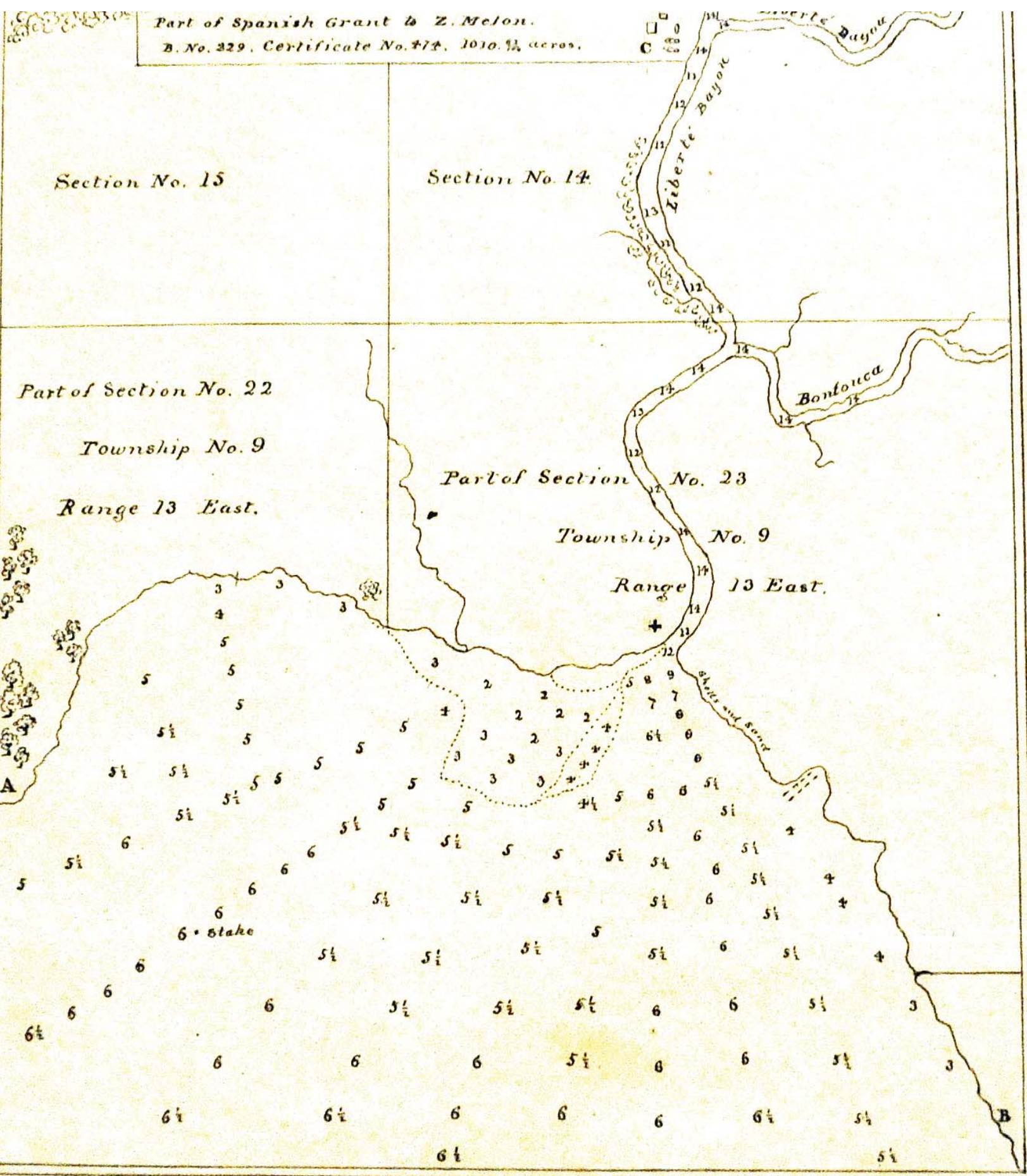
Township No. 9

Range 13 East.

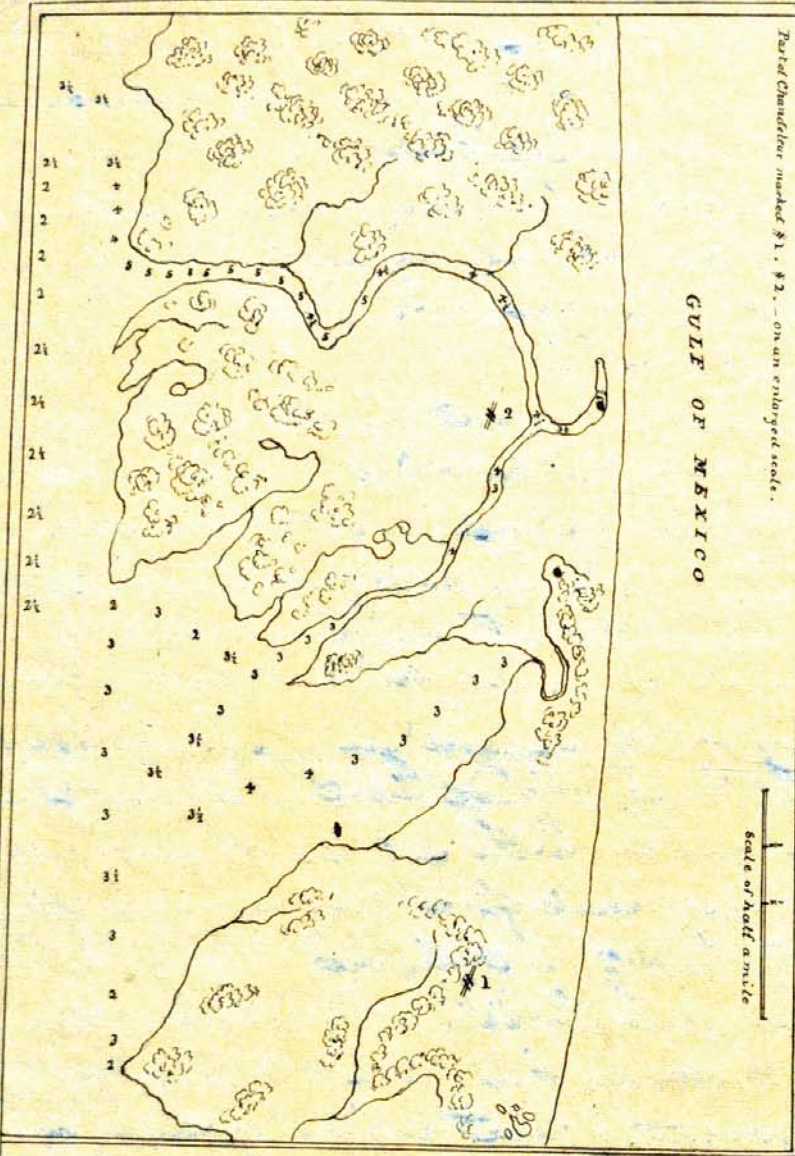
Part of Section No. 23

Township No. 9

Range 13 East.



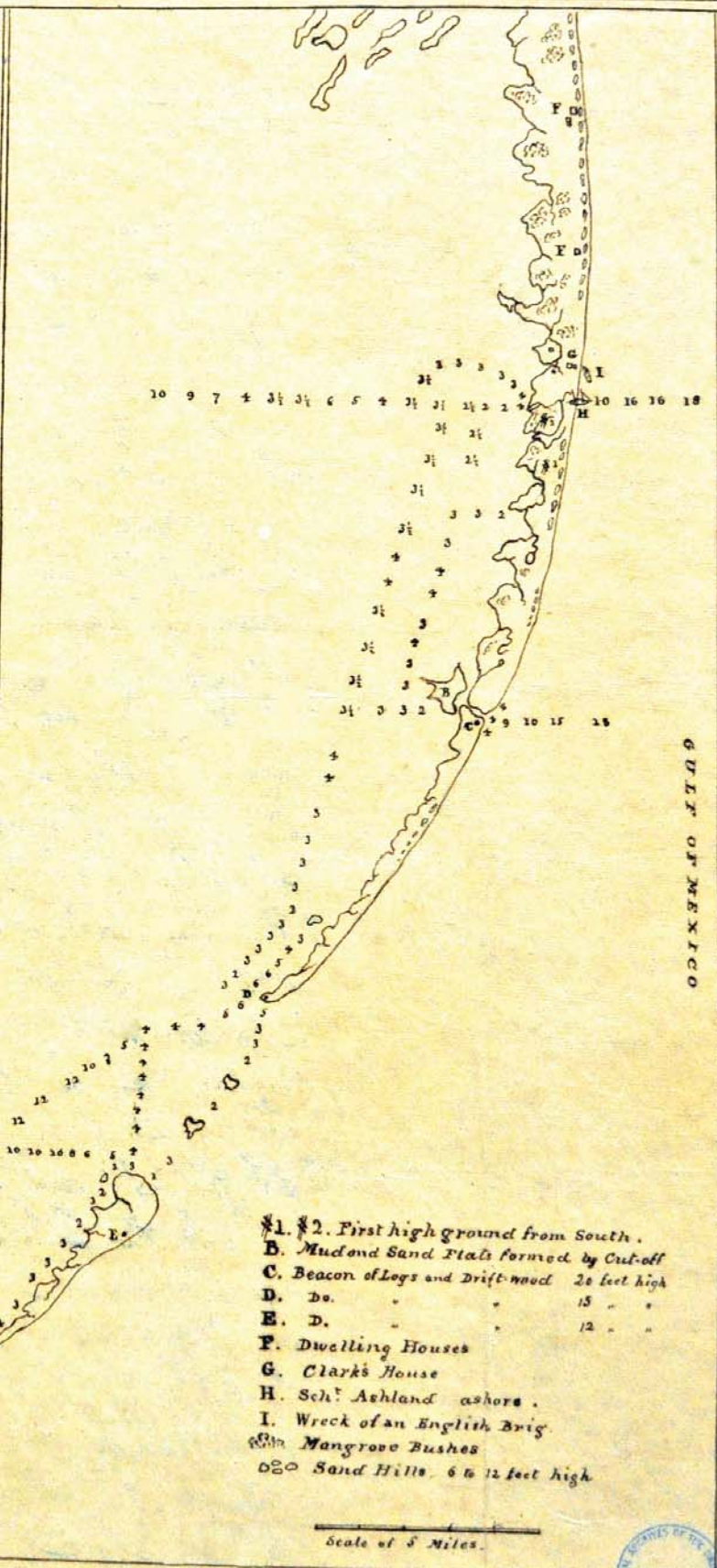
Scale of 1 Mile.



Marked Quadrangles marked #1, #2, - on an enlarged scale.

GULF OF MEXICO

Scale of half a mile



GULF OF MEXICO

- #1 #2. First high ground from South.
- B. Mud and Sand Flats formed by Cut-off
- C. Beacon of Logs and Drift wood 20 feet high
- D. Do. " " 15 " "
- E. D. " " 12 " "
- F. Dwelling Houses
- G. Clark's House
- H. Sch? Ashland ashore.
- I. Wreck of an English Brig.
- M Mangrove Bushes
- OO Sand Hills, 6 to 12 feet high

Scale of 5 Miles.

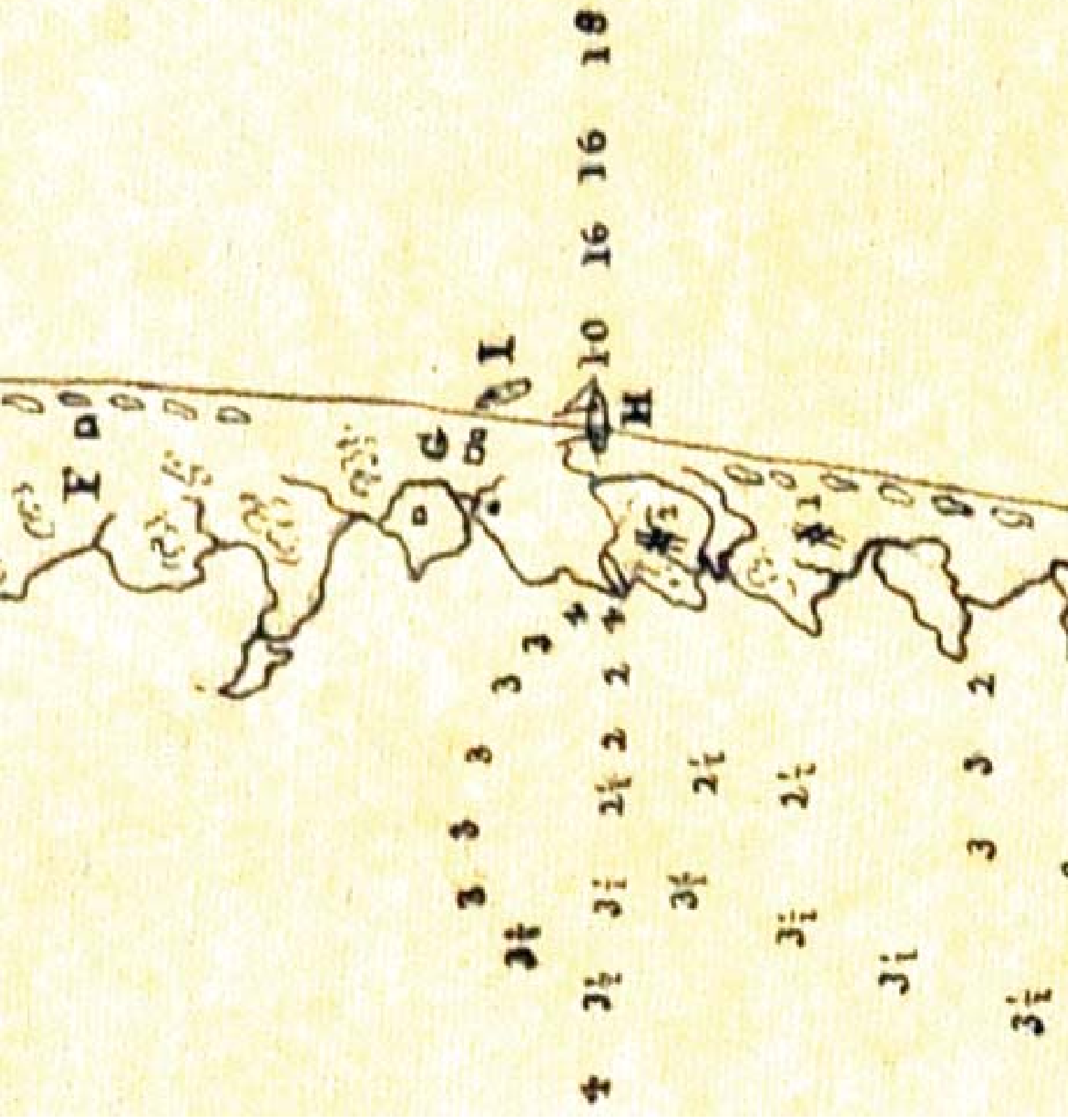


New Orleans May 13th 1847.

Geo. P. Bowditch

8-8c-50

- *1. *2. First high ground from South.
 B. Mud and Sand Flats formed by Cut-off
 C. Beacon of Logs and Drift-wood 20 feet high
 D. Do. " 15 " "
 E. D. " 12 " "
 F. Dwelling Houses
 G. Clark's House
 H. Sch. Ashland ashore.
 I. Wreck of an English Brig.
 1817 Mangrove Bushes
 0800 Sand Hills. 6 to 12 feet high



F

G

H

I

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

3 3 3

2 3 3 4

2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

3 2

3 2

3

3 3 2

3

Simon Green Esq
Collector of the

Sir

According to your instructions I herewith hand you the annexed sketches and remarks relative to the locations of the new Lighthouse in this District for which Congress made appropriation last Session

My Chancellor

Morris Hill Parke

Confused

Hoping they may meet your approbation and that of the Department

I remain

Respectfully

Yr Obedt

L. P. Rowland

New Orleans May 13th 1847.

8-80-43

Donford

The entrance to this Bayou is at the North East head of a small bay formed by "Point platte" on the West and "Grand point" on the East - each about three miles distant from the mouth of the Bayou.

There are eighteen schooners round being built on the Bayou and are principally employed in taking bricks to the City - many of them are manned & sailed by Negroes belonging to the owners of the brick yards on the banks of the Bayou.

The best location for the light would be about sixty yards North by West from the post (see plan) the dock should be about twenty feet from the foundation which should be six feet from the level of the ground - the foundation should be of bricks projecting at the land and laid in two tiers of Cypress timber crossing each other laid below the level of the marsh and extending at least ten feet on each side of brick work with a platform or gallery connecting the tower and dwelling house and Galleries on the East & West sides.

From the ship yard to point (see plan) it is nearly a level marsh about one foot above water formed of vegetable and alluvial deposits about three feet deep on a bottom of sharp sand similar to that in the bay - there is thirty one feet of water in Bayou seven miles from its mouth & unless there are heavy rains it has little or no current except tides.

The land selected for a site belongs to the United States being section 23. Township No 9 Range 13. E. -

The soundings on plan were taken at high water
New Orleans May 13th 1847. *Geo. S. Rowditch*

Wrote to Mr. Perciv on the subject June 28th 47

8-80-47

proper position for a light if placed at the southern end
of the Island - a good light here would be of
great advantage to vessels coming from the Lakes
inside and to those bound to the Lakes of the
Mississippi who have got too far to the Northward -
it could also be seen in season to prevent them from
getting on to a bank which lies east & 6 miles
from Button Island that has only six feet of water
on it & on which there has been several ships lost
within a few years past

If built here it should be placed at the widest part
& well back from the beach surrounded by a
breakwater of piles & plank if it would stand
for many years unless there was a hurricane when
I would not like to trust to the foundation.

There is the same objection from the south point
of the Chumelene until you get to a place #1 & #2
(see plan) here the sand is more firm and would be
about the best place in the Island to wash away
& would be of easy access from the west side through
the bay to land oil or provisions

The deepest water nigh the Island is at the north end.
and in case the Mexican Gulf Coast Road is completed
it will be necessary to have a light located on that
point as it is of itself found a good harbor (Mass Point)
from all winds & a plenty of water for the largest
class of ships

At the place marked on the plan the land belongs to
the U.S. Clark has been residing on the Island at the
place he now is for seven years but has taken no formalities
to secure his preemption, or if he had done so would
it extend to the places designated

New Orleans May 13th 1847

Geo. A. Proctor

8-90-49

RG 26
Louisiana

Chumdeleur Island is a low sand reef thirtytwo miles long and with hardly average one wide. From the South point to the "Cutoff" (8 miles) which was washed through during the gale in the early part of January 1846. the ordinary high tides overflowed all but a strip of land running parallel with the beach leaving a large quantity of logs and drift wood even on the highest grounds. From the "Cutoff" there is but little improvement until you arrive within two miles of "Clarke house" (see plan) the land is there more firm and begins to be covered with grass and Mangrove bushes. From "Clarke's" to what was formerly called the "Spanish gap" (now filled up) the land next to the beach is more firm owing to the large quantities of oyster shells thrown up by the surf. there is also more vegetable matter mixed with the sands. the bushes are larger and the grass more abundant affording good pasturage to about two hundred heads of Cattle.

The soundings on the East side are quite regular after you get through the outer breakers which are about thirty yards from the beach. on the West side there is not in many places more than two to three feet of water in as many miles from land. at others there are deep holes with crooked channels running out to the bay or what is called the "inner passage" to Briton Island where there is about fifteen feet of water.

The Gunst Bogies like the South part of Chumdeleur from which it is distant about five miles is a low sandy Island of about five miles long $\frac{1}{2}$ mile at the northern end where there is some grass and small mangrove bushes, the southern end has washed away considerably since 1841 and the reef that connects it with the Chumdeleur has left water on it.

Were it not so much exposed here would be the proper

Murrells Shell Bank

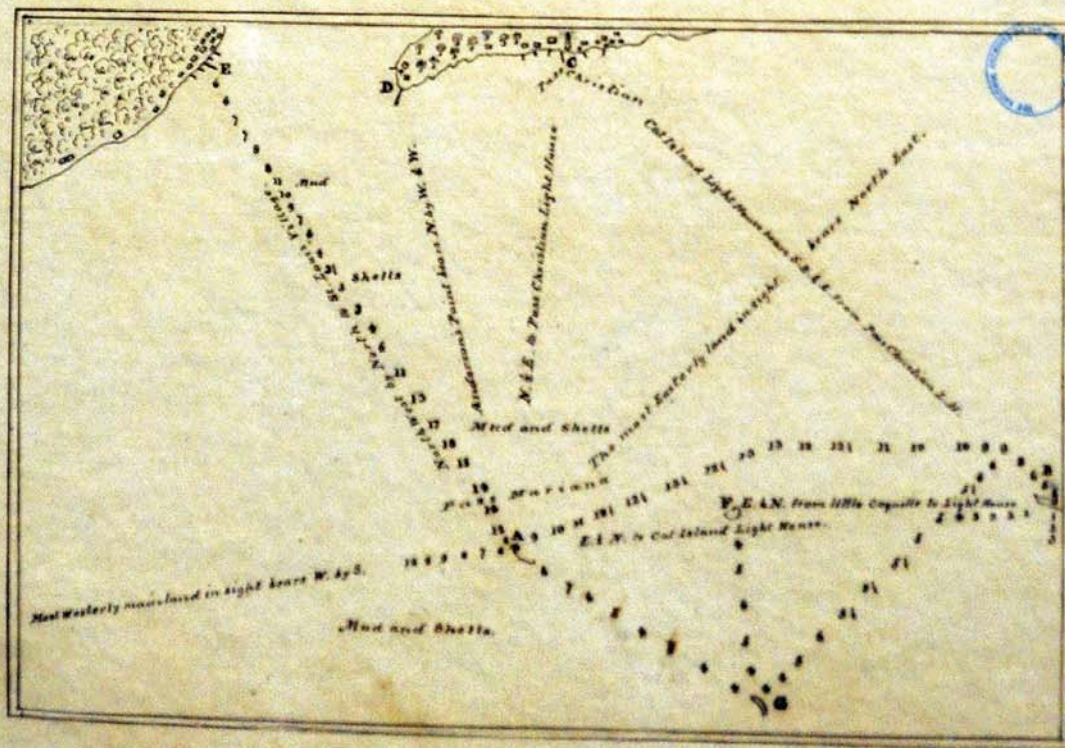
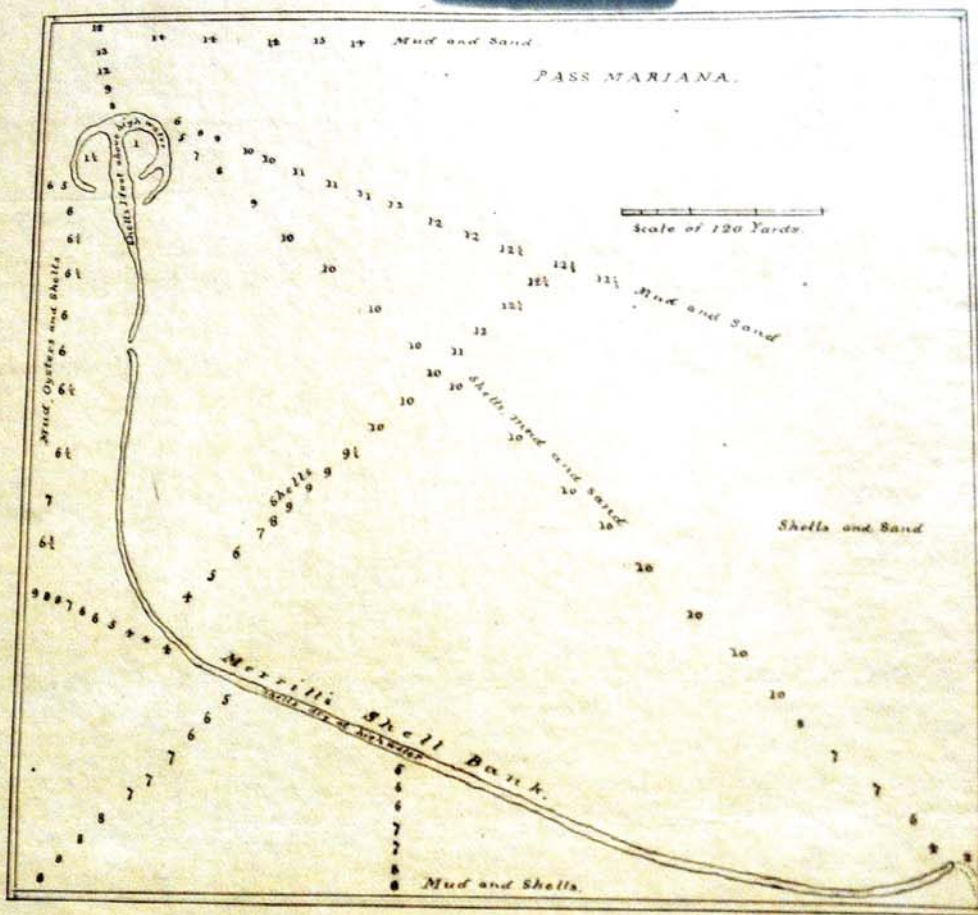
This reef is composed of the broken and rotten shells of a small clam which is found in abundance in all our Lateral Bay which have been thrown up here by the currents & tides of Cape Mearns meeting those of a passage through the Square Handkerchief from Cape Chatham on the North and Grand Bay on the South. This bank changes its form every gale. when I last saw it 1840. it was oblong and was nearly three feet above water.

It is my opinion that a lighthouse could not be built at this point for the amount of the appropriation (20000) that would stand the second heavy South easterly gale - a floating light would answer much better. a vessel strongly built of the late line oak the timber well tarred in building, planked with Copper & heavily coppered to protect the bottom from the worm. showing a light of about twenty five feet to deck could be safely moored at the North end of the Bank (see plan) which would cost much less & would remain there in perfect safety during the heaviest gales as it would be protected from the East by the little Coquille & Cat Islands - from the South by the North shell bank and reef of Grand Bay from the North by the Square Handkerchief and the main bank - it would also be better for the mail boats as they could run for its direct whether coming from the East or West only giving it a sufficient berth to pass it on the north side.

The soundings on plan were taken with great care and confirmed by a second observation as well as the bearings of Cape Chatham and Cat Islands light.

Woodward May 13th 1842

Geo. P. Bowditch



- A. Merrill's Shell Bank
- B. Cat Island Light House.
- C. Pass Christian Light House
- D. Anderson's Point
- E. Bay St. Louis Village.
- F. Little Shell Bank.
- G. North Shell Bank of Grand Pass.

New Orleans May 13th 1847.
Geo. B. Bouché

8-8c-47

St Joseph Island,
8th District.

Road with beginning letter of
June 15th 1872.

Shore subject to denudation

Mag. North

Scale 80ft = 1 inch

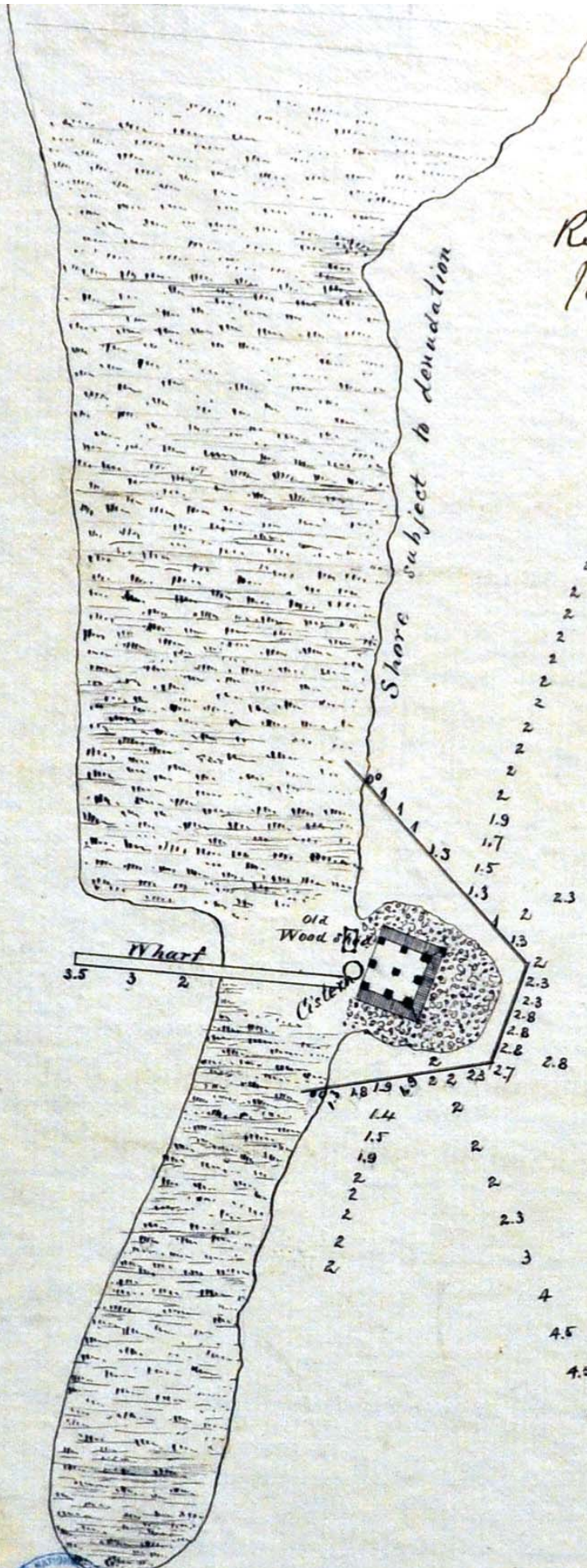
Index: 800 ft

8th Dist.
10 S. filed 24 June '72

8-105-1

St Josephs Island.
8th District.

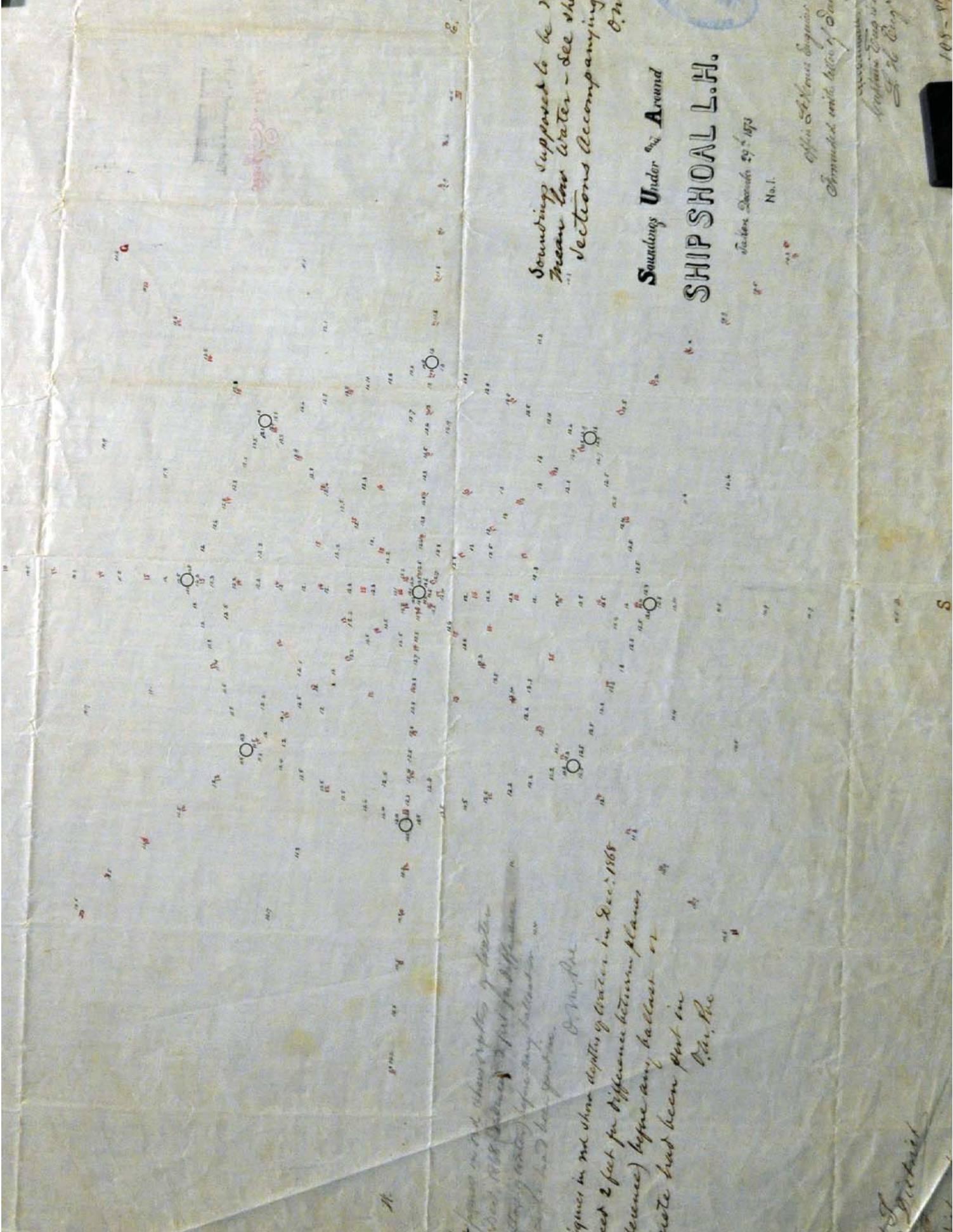
Read with Inquiries letter of
June 15th 1872.



Scale 80ft = 1inch

Index: 8th Dist

**Appendix H: U.S. Navy Surveys Conducted at Ship Shoal Lighthouse
1868–1873**



Soundings supposed to be 1/2 fathoms
mean low water - see sheets of
sections accompanying
O. M. Roe

**Soundings Under and Around
SHIP SHOAL L.H.**

Station December 29th 1873

No. 1.

Office of Marine Engineers, U.S. Dept.
of Commerce, Washington, D.C.

Approved with Bill of Survey 13th
of 1873
J. H. Rogers & Co. Ltd.

The figures in red show depths of water
in Dec. 1868 (before) & in red for difference
in depth of water (before any ballast was
put in) had been put in.

The figures in red show depths of water in Dec. 1868
(before any ballast was put in) had been put in
of reference) before any ballast was
put in.

J. H. Rogers & Co. Ltd.

105 - 106 - 107

The figures in 23d show depths of water
in Dec. 1868 (reference) 2 feet for difference
in storage of water before any ballast or
concrete had been put in. 10.16

J. M. Roe

The figures in 24d show depths of water in Dec. 1868
(reference) 2 feet for difference between planes
concrete had been put in

J. M. Roe

10.8
Soundings supposed to be referred to
mean low water - See sheets of
sections accompanying

O. M. Roe

Soundings Under and Around

SHIP SHOAL L. H.

10.9
10.6
10.3
8
Taken December 29th 1873

No. 1.

Office Lt. House Engineer 8th Dec

Forwarded with letter of Jan'y 13th 1874

Wisconsin.

Captain Eng. is in

J. H. Eng. 8th Dec



**Appendix I: Status of the Chandeleur Quarantine Station 1891–1892
(Infrastructure, Operations, and Vessels)**

Treasury Department.

Marine-Hospital Service.

ANNUAL REPORT
OF THE
SUPERVISING SURGEON-GENERAL
OF THE
MARINE-HOSPITAL SERVICE OF THE UNITED STATES
FOR THE
FISCAL YEAR 1892.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1893.

bor. The cost would be about \$200, and it is a positive necessity, and should be provided at an early date. A bath tub is needed in the quarters, also some laundry machinery for use on the station. The two items, I should think, could be covered for a total cost of \$600 to \$700. The steamer *Dagmar* needs new awnings, for which only material would be required. The cost would not exceed \$50. The *Dagmar* will also need within the next six months very extensive repairs to circulating and air pumps, which would amount to almost replacing them. I would therefore recommend the purchase of a Worthington combined circulating and air pump at a cost of \$315, which could be put in position and connected up here. It would take the place of the present circulating pump and do away with the present air pump, which is connected with low-pressure engine. The result would be increased speed by higher speed of engine and saving of coal by higher vacuum, and the cost would be almost saved in one year.

Gulf Quarantine Station, Chandeleur Island (post-office address, via Biloxi, Miss.).—Between October 8, 1891, and November 30, 1892, there were 33 vessels disinfected and 8 vessels inspected and passed. There were 6 cases of yellow fever taken from the British steamship *May* at this station, 2 cases proving fatal. On the other infected vessels treated there had been 8 cases of yellow fever and 4 deaths while at Santos; 26 cases, 9 deaths, at Rio; 5 cases, 1 death, at Havana; and 12 cases and 4 deaths at sea.

The following reports are from the medical officer in command:

UNITED STATES GULF QUARANTINE,
Chandeleur Island, Louisiana, July 1, 1892.

SIR: I have the honor to submit the following report of the more important transactions at this station during the fiscal year ending June 30, 1892, and to invite your attention to several recommendations which I take the liberty of presenting for your consideration.

The first part of the period covered by this report having been already alluded to in the last annual report, it will be unnecessary to enter into any details with regard to it.

The station was in command of Passed Assistant Surgeon (now Surgeon) H. R. Carter until July 6, 1892, when he was relieved by Surgeon R. D. Murray; an assistant, Dr. Charles Pelaez, being employed about the same time, whose services were discontinued after November 1.

On the 27th of October, in compliance with official orders dated October 24, I reported in person to Surgeon R. D. Murray, and on November 3 I relieved Surgeon Murray and assumed command of the station, as directed by Department letter, S. G. O., dated October 31, 1891.

During the fiscal year just ended 53 vessels were boarded and inspected at this station. Of this number 43 were held for fumigation and disinfection, and given free pratique after the necessary detention; the remaining 10 were simply inspected and passed. The crews of all the above vessels were examined for leprosy, and given a favorable certificate, no case of that disease having been found.

There were 9 cases of yellow fever, but no deaths. All these cases occurred last summer. Thus far there have been none this season.

The fumigating steamer *Wm. H. Welch* went out of commission on the 26th of November at Moss Point, Miss., after having towed the three barges belonging to the station to the same place, where they remained for the winter in charge of Pilot William H. Swasey.

Contracts for repairs, etc., to the steamer *Welch* and barges were forwarded by the Department to De Angelo and Tony Gatti, of Moss Point, on March 23, and work was commenced on the 26th. The repairs and alterations to the steamer were quite extensive, including a new propeller 12 inches greater in diameter than the old one and the

addition of an iron skag to the keel, increasing her draft by 9 inches. After considerable delay the steamer arrived at the station on June 1, but having found that the patch put in her boiler to stop a leak was not sufficient to attain that object, it became necessary to remand her to Moss Point to remedy this difficulty. Since her return to the station, June 28, she has behaved satisfactorily. Her speed and power are both increased, and she seems to be steadier in a sea. The repairs to the flats have put them in serviceable condition.

The buildings urgently required painting, not only to give them a presentable appearance, but also for the preservation of the wood. This work was carried on during the winter with the small force available, slowly and at odd times, whenever it was possible to spare the men from ordinary routine duty. The painting, unfortunately, has not been completed. The lazaretto and boathouse still remain unfinished. Work on the latter was commenced a few days ago.

The naphtha launch was put in thorough repair last November, and has been of great service during the winter and spring. She is an absolute necessity to the station, making it practicable to transact business promptly, methodically, and with diminished risk to the health of those engaged in it.

Great difficulty has been experienced in keeping and properly arranging unserviceable property on account of insufficient space, in consequence of which many articles have been lost. To obviate this a room has been constructed to the rear of the medical officers' quarters, fitted up with shelves, and is now in use as a "condemned-property room."

A floating platform has been made and placed in front of the hospital ward, connected with the veranda by a broad gangway, which greatly facilitates the landing of boats at any stage of the tide.

The work on the pierheads and buildings, which has been performed under contract by Mr. Stephen S. Leonard, was begun on May 15, 1892, and practically completed on the 28th of June. The painting on the railings and trimmings is not satisfactory, and will have to be done over again. This will occasion some slight delay. The wharf is a decided improvement to the station. It will serve as a coal depot for the steamer *Welch*, and when a disinfecting plant is supplied it will greatly facilitate the operation of cleansing a vessel. There is one objection to the wharf, and that is its exposed condition, which will render it impossible for a vessel to lie to it during rough weather if the wind should be blowing from the south, southwest, or west. To meet the difficulty one or two mooring buoys should be placed about 100 fathoms from the wharf, so that when necessary a vessel could make fast to the buoy and swing clear of the wharf.

The sloop *Annie*, as in years past, has made the transfer of mail and supplies during the winter from the station to Biloxi, and occasionally from the station to Ship Island during the quarantine season, in the absence of the steamer *Welch*. The *Annie* I consider inadequate to the purpose for which she is used. The boat was originally a pleasure yacht, and as such she is equal to any of her class (except for her age, which is 17 years), but as a transfer, supposed to make regular trips without reference to weather, wind, or tide, and frequently heavily loaded, she is entirely unfitted. She is too small, too light, and never intended to sail in the open sea, and it is a matter of surprise that she has performed this duty so long without meeting with some serious mishap, accompanied with loss of life.

In this connection, I would respectfully recommend that the sloop *Annie* be disposed of and a new boat supplied better adapted for the work. I would respectfully suggest that an "auxiliary naphtha launch," schooner-rigged, as made by the Gas Engine and Power Company of New York, would be admirably fitted for this purpose.

The necessity for a laundry is very great. At present the laundress has to do her work in a corner of the boathouse, where there are no conveniences whatever. The result is very unsatisfactory. I beg to submit a rough plan of a laundry, containing also quarters for female attendants, an important desideratum. Also a system of gang-

ways or bridges connecting the laundry with the boathouse and medical officers' quarters, thus putting all the buildings at the station, with the exception of the lazaretto, in direct communication with each other.

The gangways and bridges now in use are becoming unsafe for want of repair. This was to have been attended to last winter, but the small number of attendants at the station made it impossible to undertake it. A system of electric bells between the medical officers' quarters, office, and boathouse would be of great advantage in facilitating the business of the station.

A small sink is required for the hospital kitchen for washing dishes, etc. At present this service must be performed in a dish pan, which is objectionable on account of the dirt it makes on the floors and walls. A pipe could be laid from the cistern, situated at the west corner of the veranda, and carried beneath the flooring, to connect with a faucet over the sink. At present the water must be carried by hand. The same arrangement would be advisable (though not so necessary) at the lazaretto and steward's quarters. There are at present no bathing facilities whatever for the officers, employés, or patients at this station. Bath rooms are required in each building, pipe connections being made with the cisterns, and a bath house should be erected to permit of outdoor bathing during the summer, thus saving the cistern water during the hot season. At present outdoor bathing is impossible on account of the danger from sharks, sting rays, and other dangerous fish that are natural to these waters.

Awnings along the galleries most exposed to the sun would add very much to the comfort and health of everyone on duty at this station. At certain hours of the day the heat from the direct rays of the sun and the reflection from the water is almost unbearable. The necessity for a proper flagstaff is obvious for the following reasons: The pole at present in use is a short, thin stick placed over the roof of the boatmen's quarters. On several occasions it has become necessary to communicate by means of international signal code with vessels in the offing or lying at the quarantine anchorage, but it has been impossible to do so satisfactorily or at all, from the fact that the present pole can carry but two flags, and most of the signals require three and four. Moreover, during the quarantine season the quarantine flag must be displayed, and no way then remains for setting the national ensign. I would recommend that a flagstaff be erected 100 feet long, to be used for the ensign and for signal purposes, the present pole remaining in use for the quarantine flag.

In conclusion, I beg to invite your attention to Surg. H. R. Carter's letter of June 10, 1889, with reference to dredging a channel across the bar in front of the station. The necessity for that channel still exists, and, if possible, the plan as laid out by Surg. Carter should be carried out.

Very respectfully submitted,

G. M. GUITÉRAS,

Assistant Surgeon, M. H. S., in command.

UNITED STATES GULF QUARANTINE STATION,

November 1, 1892.

SIR: I have the honor to submit the following report of the operations of the service at this station from the 30th of June, 1892, to November 1, 1892, the date of closing the active quarantine season, and have also thought it not amiss to make some observations on the relations existing between this national quarantine station and the local health authorities with whom it is brought in contact.

During the above-mentioned period eighteen vessels coming from infected and suspected ports were treated at this station and released in free pratique after undergoing the necessary disinfection, etc. Of this number, the following may be considered as having been infected: British bark *Thomas Perry*, from Rio de Janeiro; American bark

Mary G. Reed, from Havana ; British brig *Rosetta Smith*, from Havana ; British steamship *May*, from Vera Cruz ; British brig *Estella*, from Havana ; and British bark *Edmonton*, from Santos.

Following is an extract from the register of patients treated at this station from June 30, 1892, to November 1, 1892 :

No. of permit.	Name of seaman.	Age in years.	Nativity.	Name of vessel.
1	William Leibman.....	35	Poland.....	British brig Rosetta Smith.
2	Gustave E. Neilson.....	26	Sweden.....	American schooner Anna M. Stammer.
3	Andrew Larub.....	21	Denmark.....	British steamship May.
4	Samuel Lampson.....	28	England.....	Do.
5	Robert Crowley.....	30	do.....	Do.
6	Robert Humble.....	29	do.....	Do.
7	Joseph Watson.....	47	do.....	Do.
8	Samuel Lampson.....	28	do.....	Do.
9	Robert Crowley.....	30	do.....	Do.
10	Edgar Sykes.....	17	do.....	Do.

No. of permit.	Name of seaman.	Date of admission.	Disease or injury.	Date of discharge or death.	Result.	Days in hospital.
1	William Liebman.....	1892, Sept. 3	Debility.....	1892, Sept. 8	Recovery....	6
2	Gustave E. Neilson.....	Sept. 10	Insolation.....	Sept. 15	do.....	6
3	Andrew Larub.....	Sept. 10	Yellow fever.....	Sept. 15	do.....	6
4	Samuel Lampson.....	Sept. 10	do.....	Sept. 19	do.....	10
5	Robert Crowley.....	Sept. 10	do.....	Sept. 19	do.....	10
6	Robert Humble.....	Sept. 10	do.....	Sept. 19	do.....	10
7	Joseph Watson.....	Sept. 14	Simple continued fever.....	Sept. 19	do.....	6
8	Samuel Lampson.....	Sept. 23	Yellow fever (relapse).....	Oct. 4	do.....	12
9	Robert Crowley.....	Oct. 1	Malarial fever (intermit.).....	Oct. 3	do.....	3
10	Edgar Sykes.....	Oct. 3	Simple continued fever.....	Oct. 6	do.....	4

The British steamship *May*, from Vera Cruz, was the only vessel arriving here with contagious disease (yellow fever) on board. Six cases developed at the port of departure, two of which died in transit. The others, with the exception of the second mate, Samuel Lampson, were almost convalescent on the vessels arrived here.

None of the vessels treated developed any contagious disease after being released from this station. The average time of detention for each vessel was nine and four-tenths days. The steamship *May* was in quarantine twenty-six days, undergoing extraordinary disinfection and close observation ; yet the detention would not have been so great had not one or two suspicious cases occurred on board, which eventually turned out not to be yellow fever.

The pratique of this station was accepted by the following ports, to wit : Ship Island and adjacent harbors, Pascagoula, Apalachicola, and the Rigolets entrance to New Orleans for noninfected vessels. Mobile accepted it for noninfected vessels, and Pensacola, I believe, ignored it entirely. It may be observed that the ports refusing our pratique are those having complete quarantine plants, and the conclusion is obvious that this refusal is due either to an unreasonable fear or that these quarantine establishments have some other mission to perform besides that of protecting the public health. The consequence of this is, that in presumably protecting the people from the incursion of contagious maladies they act as a direct obstacle to commerce without any corresponding advantage to health. The injustice to commerce is further increased by the fact that harbor pilots are practically made the judges as to whether a vessel is to be considered infected or not. They certainly can not be expected to determine the character of any disease which has occurred on board, and, in fact, as far as I know, they never attempt it, thus showing their good sense in not presuming to investigate a subject about which they know nothing. But it is sufficient for the master of the vessel to state

that he comes from an infected or suspected port, and has had or has sickness on board, to be summarily refused entrance into the harbor by the pilot who speaks him (the pilot acting in accordance with the regulations of the local health boards), and informed that he must proceed to the Gulf Quarantine Station (or other national refuge station), without any very positive determination being made as to whether the disease happens to be yellow fever, sunstroke, or a broken leg. It would seem to be but the merest justice that if a vessel is to be refused harbor (a very serious matter for many reasons), the question of her being infected, upon which the refusal rests, should be decided by a more competent sanitary authority than a pilot.

But the most remarkable fact connected with this matter is that when a vessel has been sent to this station by some such method as detailed above, and has been thoroughly treated here with sulphur dioxide, live steam heat, and bichloride of mercury, and all precautions taken which advanced sanitary science suggests, so that the vessel would be considered clean by most authorities on the subject, you are confronted with the fact that your efforts have been fruitless; your fumigation, disinfection, and detention for observation are all a myth; the vessel is still infected, or at least so considered by the health authorities of several Gulf ports; for our clean vessel, with a certificate of free pratique, is subjected to a repetition of the process of disinfection, accompanied by a further detention for observation, and, lastly, the payment of a considerable fee.

From whatever point of view these facts are examined, they reflect no credit upon the local health authorities to which they apply. Their well-appointed and expensive quarantine plants are only for the disinfection of clean vessels and other purposes, perhaps, not directly pertaining to the preservation of the public health.

It is to be deplored that the commerce of the United States should be at the mercy of such State health authorities, or, as happens in some cases, of county and city authorities acting almost independently of the State.

Neither does it appear just, on the other hand, that the barriers for the protection of the whole country against the introduction of pestilence from abroad should be intrusted to local health boards evincing so little power to protect themselves, narrow and provincial in their modes of action, while arrogating to themselves an importance which they do not possess, and which belies itself when they seek the aid of the National Government, and then ignore the assistance given.

If the quarantine service of the country were systematized under one authority under the control of the Government, with ample discretionary power given to act for the best interest of the public health and of commerce, according to the circumstances of each case presenting itself for consideration, the absurdity of disinfecting a clean vessel, "dipping" her ballast, etc., as a safeguard against yellow fever, after the occurrence of a hard frost on the Gulf coast, would be done away with. In the case which I have in mind this, to my mind, unnecessary disinfection was performed to comply with the requirements of the health authorities of Escambia County, Fla.; but even this was not enough, for on the vessel's arrival at Pensacola it was deemed necessary to repeat the process of disinfection.

To argue that the violence done to commerce in this instance was warranted, on the plea of protecting the public health, is *reductio ad absurdum*.

Very respectfully, your obedient servant,

G. M. GUITÉRAS,

Passed Assistant Surgeon, M. H. S., in command.

To the SUPERVISING SURGEON-GENERAL M. H. S.

REPORT OF INSPECTION OF GULF QUARANTINE STATION.

GULF QUARANTINE STATION,
Chandeleur Island, March 9, 1892.

SIR: I have the honor to report that, in accordance with your order dated March 3, 1892, I arrived at Biloxi on the evening of March 7. On the morning of the 8th I de-

parted for Chandeleur Island accompanied by Assistant Surgeon G. M. Guitéras, aboard the quarantine sloop *Annie*. We arrived at the station in the afternoon. I called a muster of the attendants, and commenced an inspection of the hospital buildings on the same evening. The following day, March 9, I completed an inspection of the buildings, including the lazaretto, and condemned a large quantity of unserviceable property. The hospital buildings, quarters, boathouse, storerooms, etc., are in good repair, and clean, and appear to be well adapted to the requirements of the service. A storeroom for property held for condemnation is a very necessary requirement, and should be constructed. Property worn out and held for inspection is at present thrown into boxes and placed upon the ground back of the surgeon's cottage, and at every high water the articles are likely to be washed away.

All buildings should be repainted on the outside. No other repairs to the buildings are necessary at this time. There are two whaleboats at this station that have been used in carrying the supplies to vessels at the anchorage; one of these boats is about worn out and is leaking badly, requiring extensive repairs that are not thought to be warranted on account of her condition. In case one boat should be disabled, the lack of another seaworthy boat would embarrass the station for a time. The small yawls are hardly safe to go out to the anchorage, and the steam launch can not at all times land at the hospital for sulphur and other supplies. I have therefore to recommend that another whaleboat, similar to the one now on hand at the station, be purchased. A flat, to be used for storing coal for the steamer, will have to be purchased or chartered for the season, provided the new wharf is not ready by the 1st of May. I would recommend that Dr. Guitéras be authorized to obtain bids for a flat or a schooner for this purpose and to submit them with his recommendation.

The ballast flat should be reserved for the unloading of ballast, and not used for storing coal for the steamer. The steamer *Welch* and all the barges are at Moss Point, and I will inspect them on my return. When the new wharf and steam-disinfecting chambers now under contract are finished, and the necessary repairs made to the quarantine steamer *Welch*, the station will be equipped to treat any or all infected vessels likely to be sent here in as perfect and effective a manner as can be at any quarantine station on the coast.

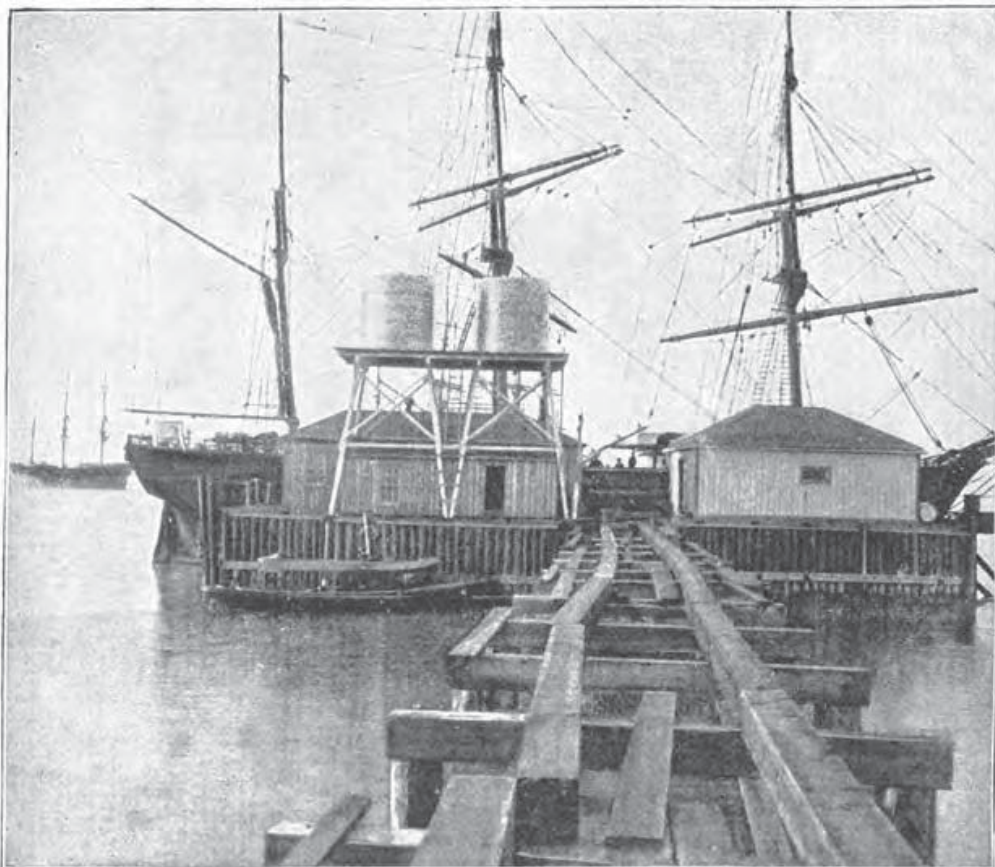
Additional gangways connecting the various buildings are required, and an additional wharf is also necessary to facilitate the work of unballasting vessels and to prevent unnecessary delay. A derrick for unloading ballast should be erected upon this wharf, and also a house for sheltering the crew, the engine, and boiler.

I have to recommend that two medical officers should be placed on duty at this station during the entire quarantine season, as the duties of the station are arduous, the responsibilities exceedingly weighty, and the complete isolation from the rest of the world, coupled with a forced residence in a house built upon piles upon a barre sand bar, makes the life of an officer there one of hardship and privation as well as of hazard. This is the outer fortification upon the Gulf coast which receives the most violent attack in the battle against the introduction of yellow fever into the United States, and the additional equipment that has been recommended in this report, or that may hereafter be found essential to perfect this station, should be provided.

H. W. AUSTIN,
Surgeon, Marine-Hospital Service.

San Diego Quarantine, San Diego, Cal.—Between September 16, 1891, and November 30, 1892, there were 292 vessels inspected at this station.

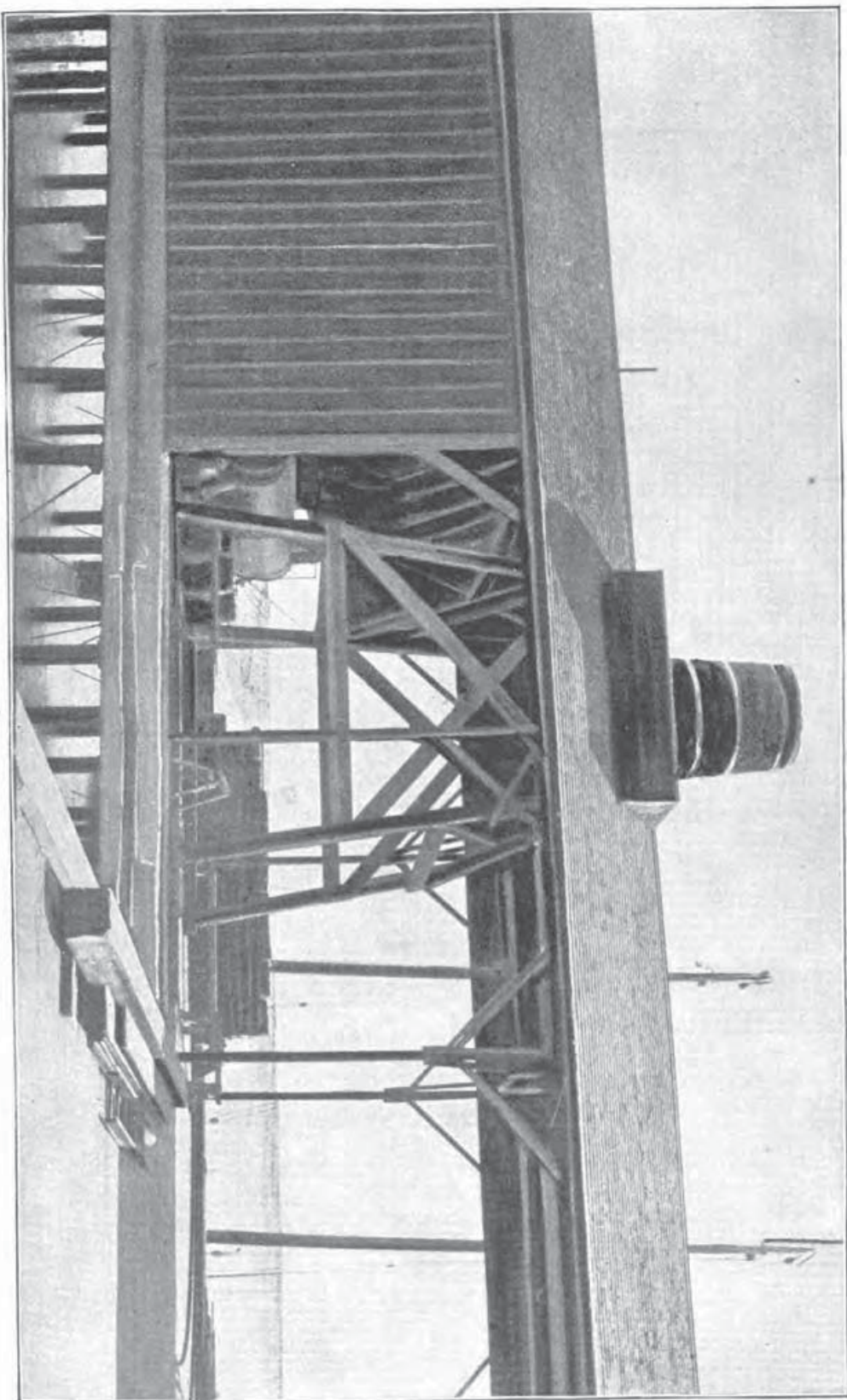
A new wharf, a warehouse built upon the same, and gangway connecting the wharf with the shore have been constructed during the year, and contract has been let for the erection of hospital buildings, medical officers' quarters, boathouse, etc., to be completed about the 1st of March, 1893.



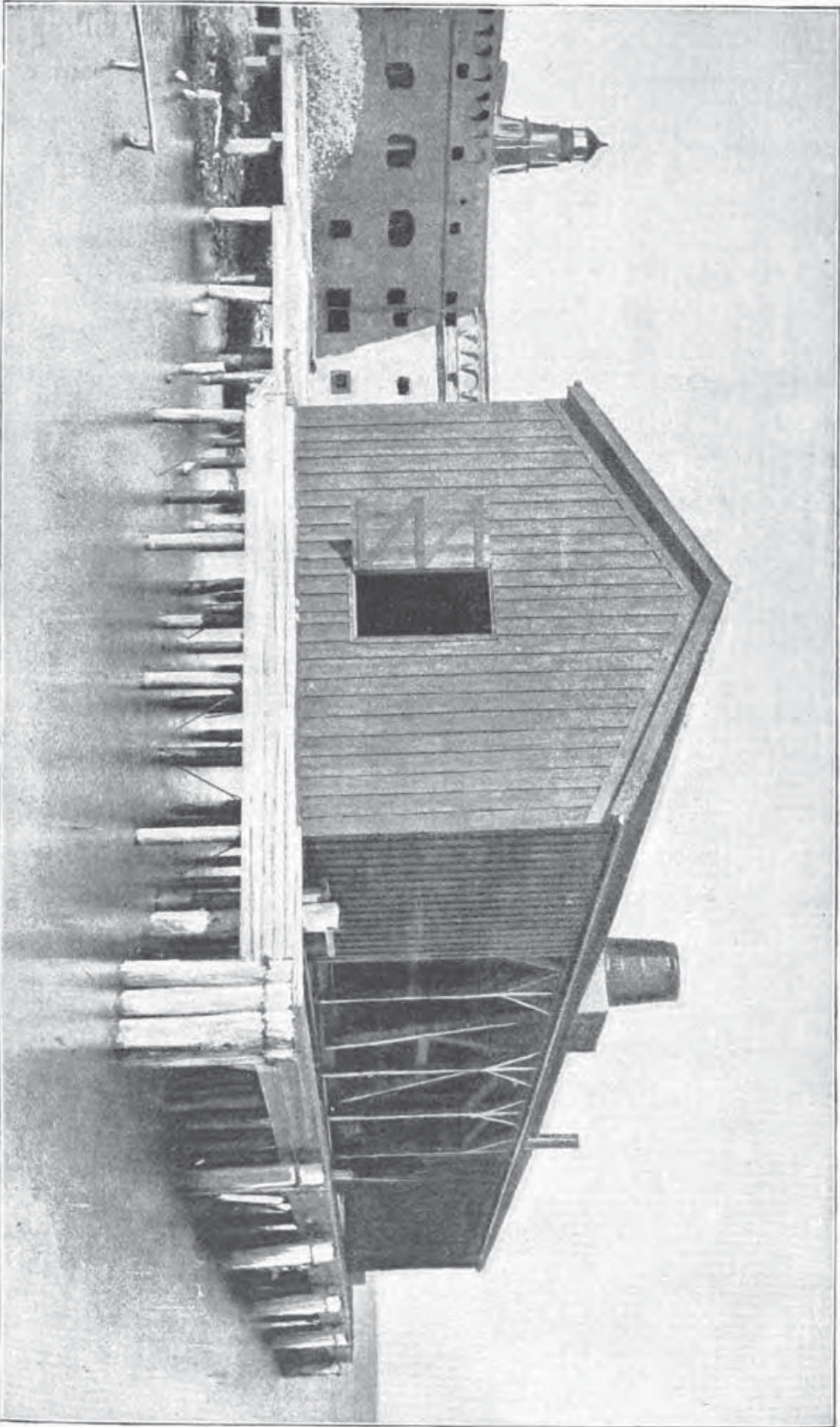
BALLAST WHARF WITH VESSEL—SOUTH ATLANTIC QUARANTINE—NORTH END.



GROUP OF BUILDINGS AT SOUTH END—SOUTH ATLANTIC QUARANTINE.



DISINFECTON BUILDING—KEY WEST QUARANTINE.

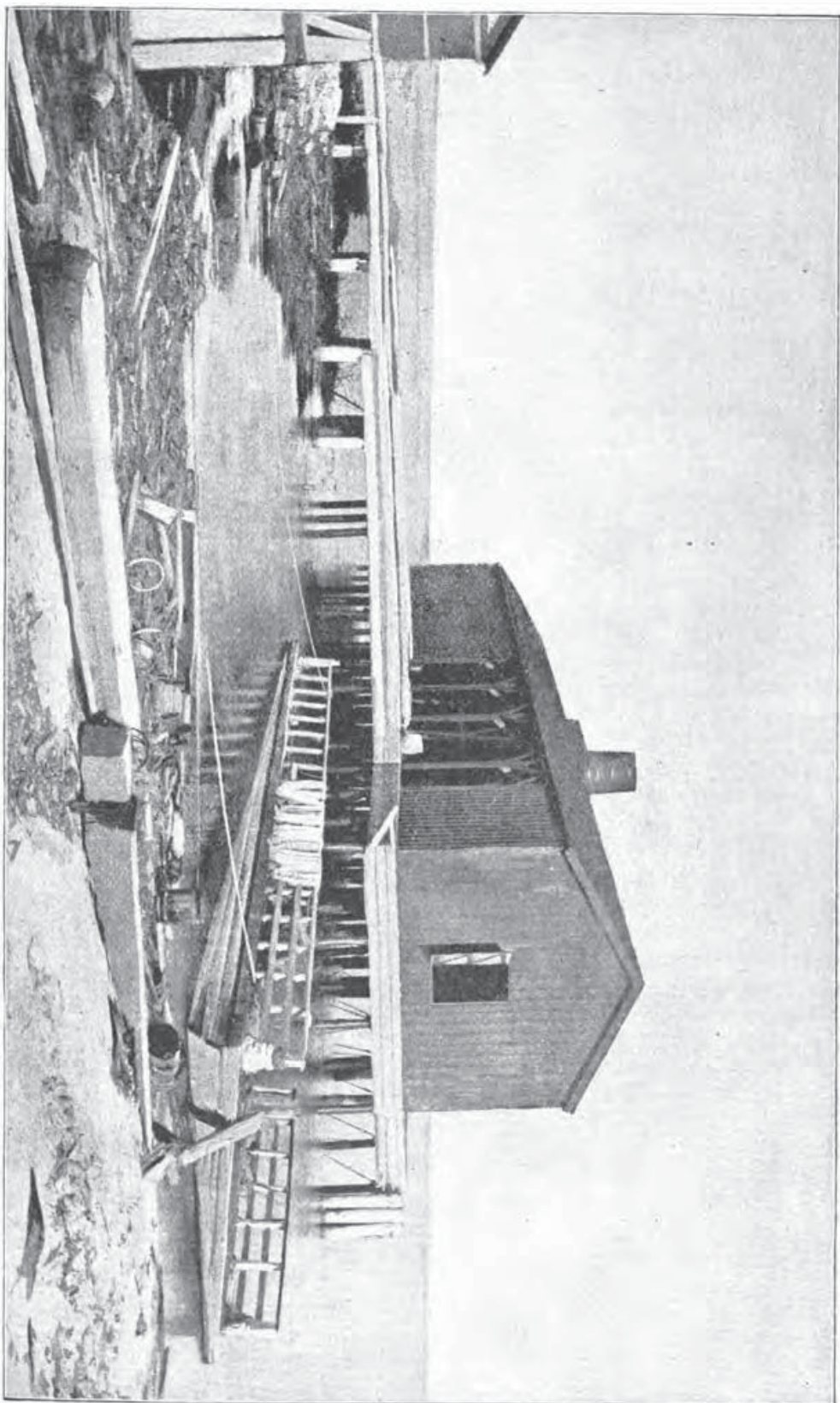


PIER AND DISINFECTION BUILDING—KEY WEST QUARANTINE, DRY TORTUGAS, FLORIDA.

SPECIAL REPORTS AND CORRESPONDENCE.

(*FINANCIAL, SANITARY, AND MISCELLANEOUS.*)

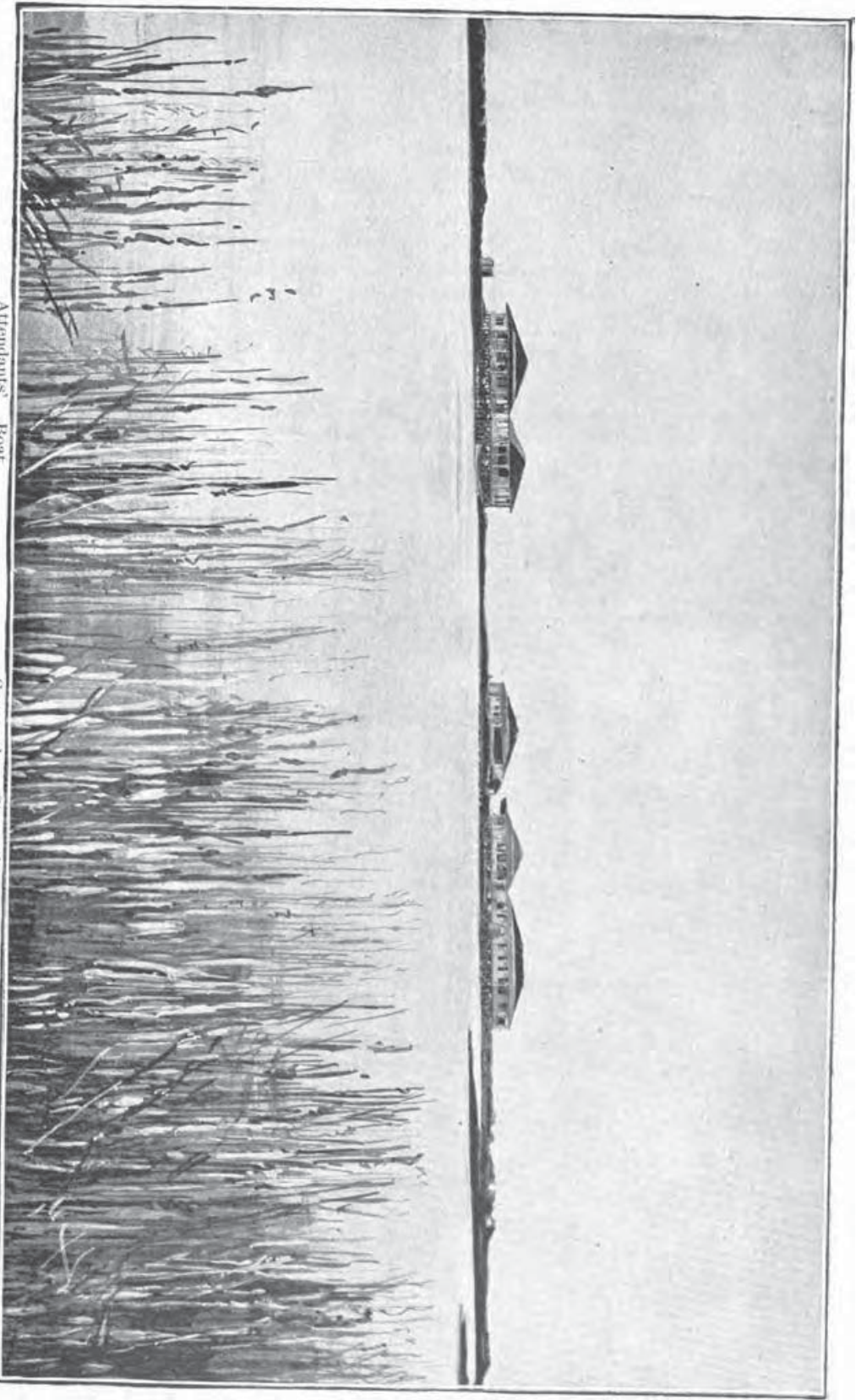
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KEY WEST QUARANTINE, DRY TORTUGAS...DISINFECTING HOUSE.



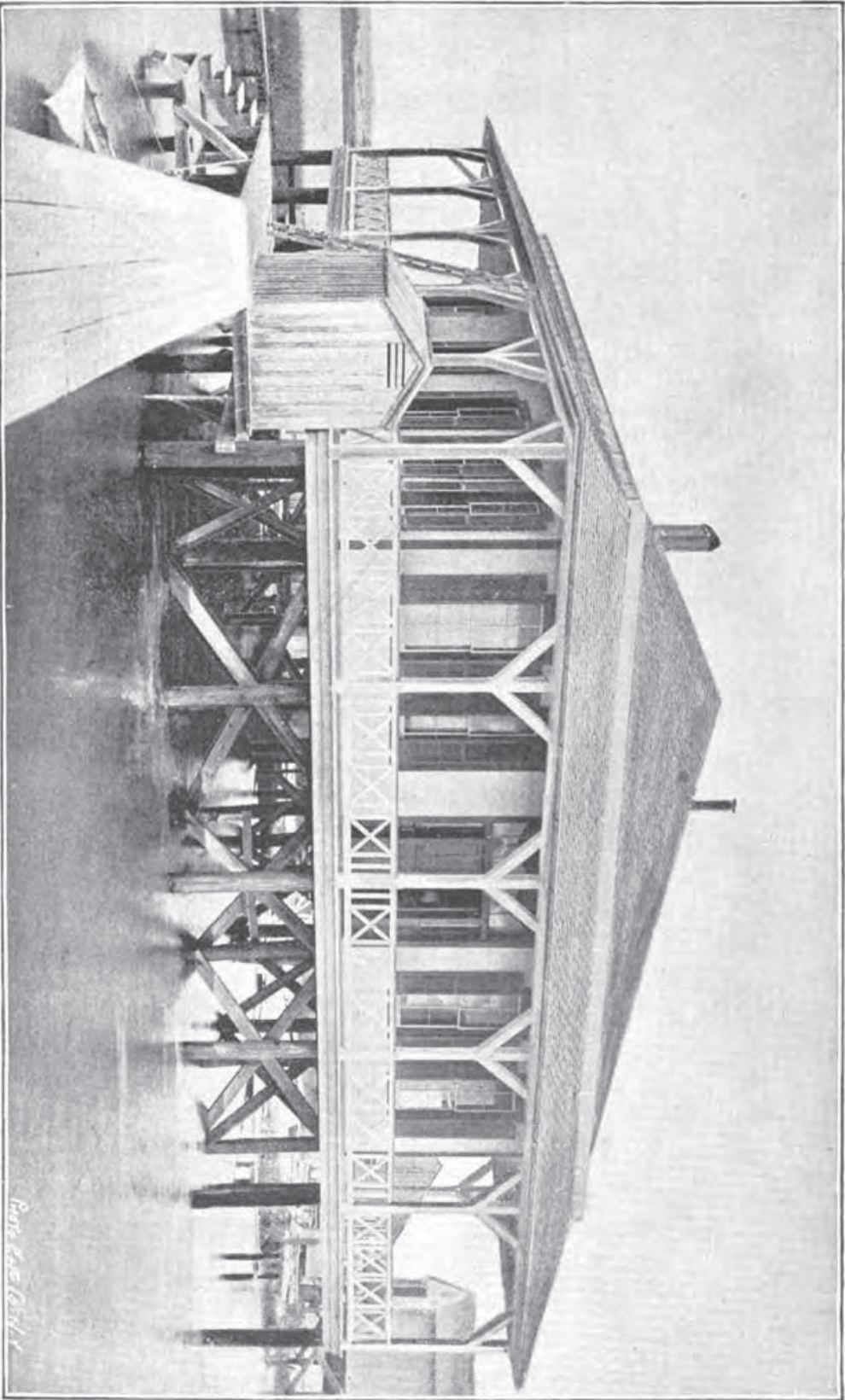
Attendants' quarters, Boat house,

Surgeon's quarters, Steward's quarters, Hospital,

Lazaretto,

GULF QUARANTINE STATION, CANDELEUR ISLAND.

1892 11 29 96 1 1 22 5



GULF QUARANTINE, CHANDELEUR ISLAND.—SURGEON'S QUARTERS.

PLATE 10

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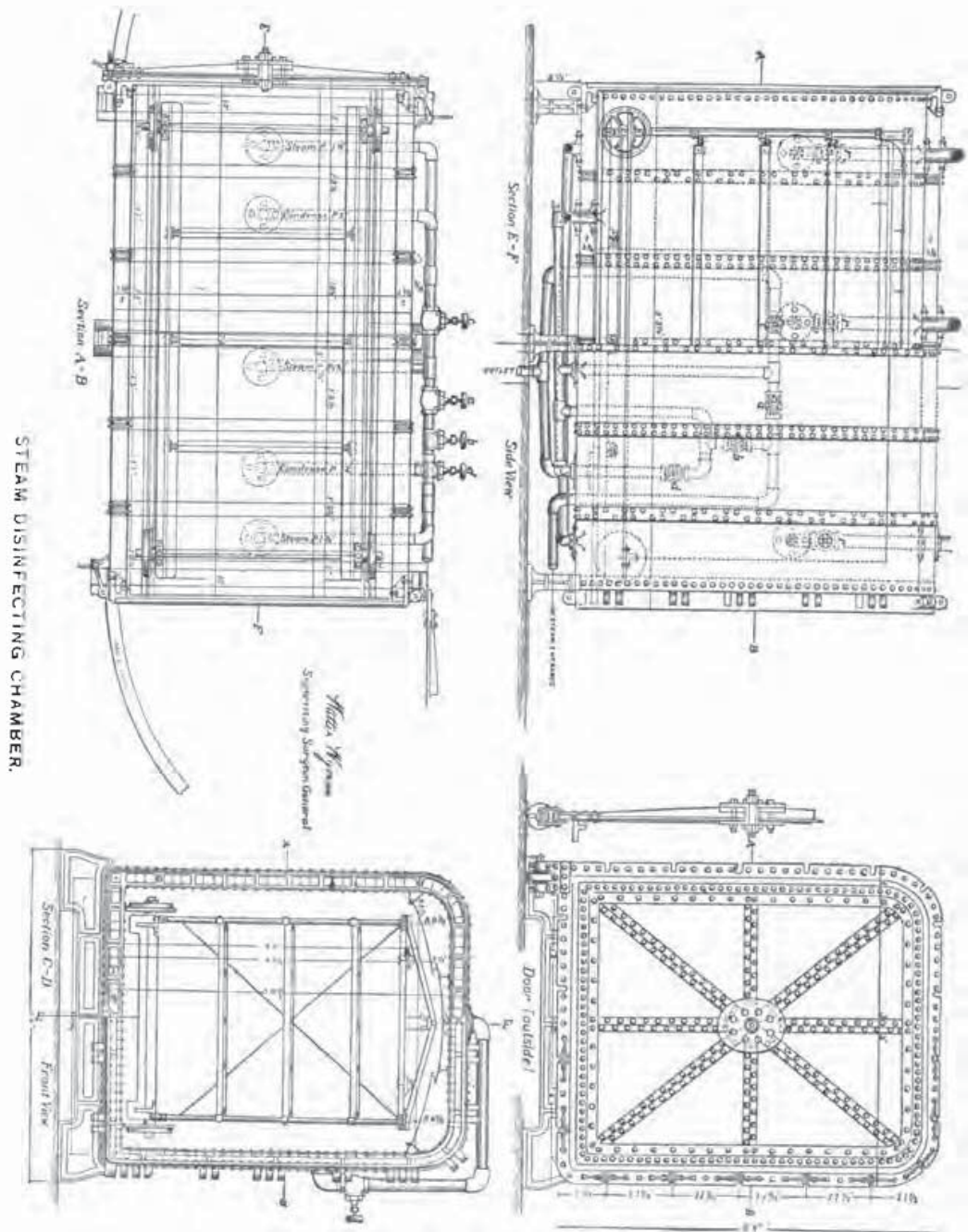
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STEAM DISINFECTING CHAMBER.

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V. H. :

SOME POINTS IN THE DISINFECTION OF WOODEN VESSELS FOR YELLOW FEVER.

By Surgeon H. R. Carter.

There are many points of difference to a quarantine officer between wooden sailing vessels and steamships. The former lie longer in the ports of clearance; the crews have communication with the shore; there are more deserters, and consequently more men are shipped at these ports to take their place. All of these things affect a vessel's sanitary standing.

The points, however, to which it is desired to call attention at present are (1) the treatment of ballast and (2) the disinfection of the hold, and both apply only to wooden sailing vessels.*

(1) TREATMENT OF BALLAST.

This ballast is regarded differently by different boards of health, but by all as at least "suspicious."

Florida regulations require the discharge of all ballast from infected ports before a vessel is allowed to enter. If the vessel is judged infected the ballast aboard must be removed at the refuge station to which she is sent, and new ballast not from an infected port substituted if any is needed. Disinfection of ballast is not recognized.

Louisiana† allows it to be wet *in situ* with bichloride solution and remain aboard during the fumigation; then it is considered safe (1891). Savannah, which ascribes an epidemic to ballast, and Charleston, while requiring all ballast to be discharged at their own quarantine stations, yet allow "dipped" ballast from vessels that have been infected to be there discharged along with ballast from noninfected vessels, thus agreeing to its harmlessness. A vessel of which the ballast may be infected is not allowed at either of these quarantine stations.

Mobile and Mississippi ports allow "dipped" ballast to enter port, and, if need be, to remain aboard or to be discharged ashore.

Is ballast often a source of infection? From Havana, yes. From Brazilian ports, if of rock, no. It depends mainly on its material and whence procured.

From Havana, Cienfuegos, and some other Cuban ports comes a fairly good white stone, a soft, crumbly blue rock, containing talc and mixed with clay, and what is called by masters and in the manifest "sand," but which contains so much old plaster, broken tiles, and bricks that "rubbish" would seem a better name for it.

Twice this last, and once (two cars) the blue-stone, ballast is believed to have been the source of yellow fever in vessels at the Gulf Quarantine since 1887.

Rio, Santos, and the Brazilian ports south of Pará send a gneiss or granite rock, not hard for its kind, but far better than the best Cuban ballast, and a loam due to its decomposition. This is also called "sand" in the manifests, and if dry may be taken for sand, but it is really a loam, setting like cement when wetted. It is alkaline. Few vessels for Gulf or South Atlantic ports bring this "sand," as it is objected to by most quarantine officers, and the masters of vessels are suspicious of it themselves, and when wet it makes a very dirty ship.

*Save schooners and American-built square-rigged craft of small burden (brigantines and barkentines mainly), practically all sailing vessels from yellow-fever ports come in ballast

†The recommendation for a ballast lighter in the report of the Louisiana quarantine physician, 1890, shows that this method was not perfectly satisfactory to him.

From Rio both kinds come from high hills or mountains across the bay from the city, and the locality is considered to be a healthy one, but in 1889 I was informed that there was yellow fever among the quarrymen as bad as elsewhere.

Even with what is called rock ballast there is much small stuff and dust, especially under the hatches where it is taken in. This forms a compact mass with the larger stones under the hatches, there being frequently 100 to 150 tons of this close ballast in a vessel. The finest of it, however, is only granite sand, undecomposed, and does not cohere with water.*

The writer is cognizant of only one case of yellow fever (British bark *Chippewa*, 1890), presumably due to Brazilian ballast, and this may well have been from another source. Nevertheless, in such rock ballast at the Gulf Quarantine have been found rotten boards, articles of clothing, and (once) faecal matter, all at such a depth in the ballast that they must have come aboard at the port of departure (Rio, in these instances).

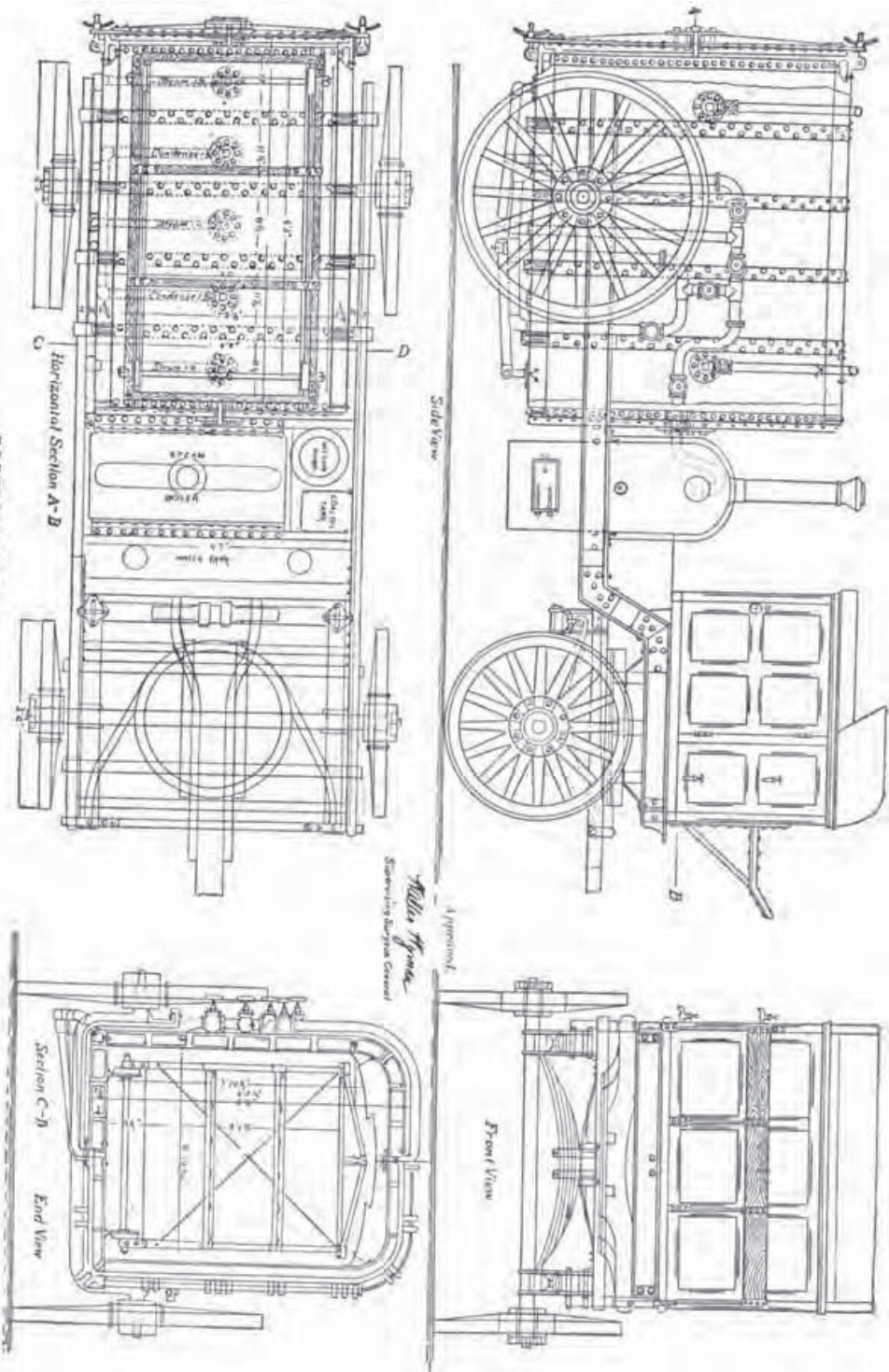
Ballast from Colon is, for rock ballast, the worst possible, and if infected the best fitted to preserve infection. It is a friable, porous stone (coral?), filled with slimy mud, a fresh fracture staining water. Many cases of malarial (chagres) fever were seen, certainly due to working in this ballast, but no yellow fever has been ascribed to it the past four years. Probably little has been at Colon during this time. Cases of yellow fever were ascribed to ballast from Vera Cruz at the Gulf Quarantine (French ship *Emil Postel*, 1891).

Regarding ballast from infected ports, then, as "suspicious" or "probably infected," it may be either (a) discharged or (b) disinfected. When possible, the former method is of course preferable on the ground of economy, the ballast being discharged by lighter or otherwise in about 8 feet of water. Unfortunately most sailing square-rigged vessels require ballast for their own safety, especially when going from outlying refuge stations to their loading ports, and while ballast logs may be substituted in certain cases, yet in many others, the majority, they are inapplicable. It is therefore in general impossible to leave such a vessel empty of all ballast at a refuge station. Enough close-grained picked rock, no small stuff or trash being allowed, to trim the vessel and render her safe may be disinfected and retained abroad. This disinfection is accomplished by dipping each piece in a solution (acid) of HgCl_2 , 1 to 800 or 1,000, as it is trimmed in the vessel's hold. The rock is immersed completely in the solution, and stays wet with it some time, besides being continually wetted by the solution running down from those piled on it. Although some boards of health will not allow any ballast from an infected port or vessel to enter their jurisdiction, yet it is believed that this dipped stone, hard and clean, is safe. Certainly if washing a wooden, more or less splintered, keelson with bichloride solution renders it safe to enter port with the vessel, the immersion of a granite rock in the same solution should give it, the rock, the same immunity. Indeed, the risk of conveying infection by picked rock, even without the disinfection, must be exceedingly small.

This is not the slow process it may seem, but is obviously slower than wetting the ballast with a hose as it lies, and a number of experiments were made at the Gulf Quarantine by wetting rock ballast with bichloride solution, opening the pile and testing individual stones for mercury. The solution was served through a $1\frac{1}{2}$ -inch hose by a strong steam pump under full pressure, and observations were made aboard the ships *Sardinian*, *Chrysolite*, *Prince Regent*, and *Curlew* and barks *President*, *Mabine*, and others. In every case stones were found some part of which gave no reaction for mercury. As a rule, the parts in contact with other stones had been wet, while the parts not so in contact quite frequently did not show the reaction.

A consequence of this is that where ballast is first fumigated and then wet down with bichloride solution there is some probability of the SO_2 reaching the parts of the stones

*In 1889 when there was a very bad epidemic in Rio the rock ballast from that port was nearly all small stuff. The Government was using large rock on some public works, and the vessels took for ballast what was left on the lighters.



PORTABLE STEAM DISINFECTING CHAMBER.
(Designed by Passed Assistant Surgeon J. J. Kinyoun.)

not wet by the bichloride. This is less apt to take place if the fumigation follows the wetting down.

It seemed as if the liquid followed certain paths in passing through the ballast, and after a certain amount of solution had been used no proportionate increase of wetting was observed by increasing the use of the solution. In these experiments the solution was used considerably in excess of what is usually used in wetting down ballast.

Letters from masters of vessels which had their ballast so treated elsewhere state that the ballast, rock, and fine stuff was, after the process, in good condition for handling except near the surface and next the keelson; that no sand was carried into the bilge, and that "most of the fine stuff was as nice and dry as if the ballast had not been wet down." The same statements have been made verbally by several masters of vessels.

It seems doubtful, then, if it be possible to certainly wet *all* of a vessel's rock ballast *in situ* by an amount of water short of submerging it, and that, if the ballast be infected, this method is less sure than that of dipping.

Also, if ballast be thoroughly wetted, it is obvious that much sand must pass through the ceiling, stopping the limbers, fouling the pumps, and doing a certain amount of damage to the vessel, and requiring considerable work of the crew to correct it.

Where this method was tried with sand it seemed to wet all of it; at least every piece selected in the two vessels experimented on yielded the mercurial reaction. The sand was leveled so as to be as thin as possible, ditches dug across the hold, and then filled with the solution. After this soaked in, the ridges were turned into the ditches and the place where the ridges had been ditched, and these filled with solution of bichloride. To wet the sand thoroughly required from one-twentieth to one-twelfth of its weight of water.

Colon stone is probably not disinfected by immersion in the solution of bichloride unless the time of immersion be considerably prolonged—hours or days; nor was it ever judged safe to attempt to disinfect the rubbish ballast from Havana.

Of course the ballast is to be disinfected as far as possible *in situ* before discharging any when it is believed that moving it will endanger the workers. But wet ballast is exceedingly disagreeable to handle and is injurious to the vessel, and indeed all work about a presumably infected vessel should be done by the acclimated quarantine crew.

(2) DISINFECTION OF HOLD.

In 1888, 1889, and 1890 a series of rough experiments were made at the Gulf Quarantine to determine the penetrating power of SO_2 in sufficient amount to destroy animal life—ants and cockroaches. These were made in the holds of vessels undergoing disinfection, so as to be under the same conditions as those in which the gas was used in practice. These can not be given in detail here, but they showed that a film of water (sea water) from 3 to 5 inches thick presented such a barrier to the passage of the gas that in forty-eight hours it would not destroy insect life beyond it; that clothes soaked in sea water thick enough to stay wet were equally impenetrable, while the same clothes dry allowed insects to be killed within them; that rotten pine wood, if reasonably dry, was penetrated 4 inches with the grain and less than 2 inches across the grain; that this same wood soaked in sea water was impervious for even 1 inch with the grain.

Dr. Kinyoun informs me that a 10 per cent atmosphere of SO_2 (10 p. vol.) will destroy certain microorganisms through 6 inches of rotten wood containing 16 per cent of moisture, I presume with the grain.

Now, in the hold of a vessel rotten wood is most apt to be found, if anywhere, in the timbers in the ill-ventilated spaces between the skin and ceiling, at the ends of the deck beams, at the water line near the stern, but in every case between the skin and ceiling. In spite of air strakes and ventilators the communication between these spaces and the open hold is very meager, and is rendered still more so by the "stop waters" in all

American vessels—pieces fitted in between the timbers to keep the bilge water from splashing up on the cargo when the vessel lays over in sailing. Obviously, then, if the hold of a vessel be infected the infection is most probably in the rotten wood, a favorite nidus in ill-ventilated spaces, and it is difficult to reach.

It has been the habit to use a large amount of bichloride solution and to leave it in the vessel until she leaves quarantine, so as to splash about as she rolls and soak into her wood as thoroughly as possible. Nevertheless, it is obvious that no liquid can be depended on to reach and saturate all parts of the woodwork under the ceiling. A gaseous disinfectant is necessary if there be infection in these places, and the problem is to make it efficient. After opening every air strake—they are generally closed by battens on arrival in quarantine—the main dependence for reaching these spaces must be by the cracks between the planks in the ceiling. Now, if the vessel be fumigated immediately after she is washed down with bichloride solution, and the washing is done as it should be, all of these cracks and all of the small interstices, where beams, etc., come together, are filled by films of this solution through which this gas can not pass, or passes with difficulty, and the places which most need disinfection can not get it.

This to me seems a more serious objection to using the bichloride solution before fumigating, in wooden vessels, than the fact that HgCl_2 is partially converted into Hg_2Cl_2 by the SO_2 , although this certainly occurs in pans holding bichloride in solution exposed in the hold of a vessel undergoing fumigation.

Also, to enable the gas to diffuse itself through the cracks into these spaces in sufficient proportion to be efficient as a disinfectant, it is necessary to have it in the hold a considerable time. At the Gulf Quarantine the hold was closed for forty-eight hours and occasionally seventy-two hours. This was done to allow for this diffusion and not because it was believed that so long a contact of the gas with any infecting organisms was desirable.

It seems right to state here that infection of the hold of a vessel, not meaning the ballast, is not common in vessels which have the houses on deck, and the contents of the hold, the ballast, is less commonly infected than the dunnage of the forecabin and cabin.

To determine what part of a vessel is infected, beyond a mere probability, is not usually possible; indeed to determine if a vessel be "probably infected" is at times far from easy.

Officially this is determined by the regulations of the quarantine station or port of entry, but a vessel may be officially judged infected and (rightly) submitted to disinfection when in point of fact the probability of her being infected is slight; and (for Middle Atlantic ports) the converse may occur. The fact of a vessel having had yellow fever aboard, especially if only at the port of clearance and not en route, may not be sufficient to class her as "probably infected." The circumstances of the attacks may be such as to show that they were contracted ashore and that the sick men did not contaminate the vessel; or there may be evidence to show that, although there was a source of infection aboard the vessel, it is no longer existing.

For an instance of the first, among many instances, the American ship *Faune* had six cases of yellow fever developing aboard her while at Rio in 1891, but in every case it developed in seamen who, the log showed, had returned from shore less than thirty-six hours before, and there had been no development of fever among a considerable number, twelve or fourteen, of unacclimated seamen living in the same forecabin and working over every part of the ship for about fifty days since the last case aboard. From this vessel the sick were sent to hospital the first day of their sickness with all of their loose dunnage with them. No supplies taken aboard, no men shipped, and only the master went ashore after the fever developed. This vessel was probably not infected at any time.

As an illustration of the second, far less common than the first, the British ship *Prince Frederick* was infected at Rio in 1889. A number of cases—thirteen, I think—developed

aboard her under conditions which showed that they were contracted aboard, *i. e.*, in men who had had no recent communication ashore, and one case en route. She came up short-handed to Barbados, having en route destroyed some dunnage—that of the dead—and aired all of the rest, keeping it on lines in the sun all of every day when possible; cleaned and ventilated the houses above decks, and ventilated the hold. The weather the whole time was bright, with light winds. At Barbados the crew was strengthened by shipping new men, among them seven English lads, fresh young fellows from 16 to 21 years old, who had never been south before, the most perfect *témoins* for yellow fever, yet no case developed among them, even when they cleaned ship.

This vessel undoubtedly had a source of infection aboard, but was freed from it, probably, in consequence of the ventilation and other measures adopted.

If there be dunnage packed away aboard which was infected when packed no time limit can be relied on for removing the infection, while persistent airing in bright weather will probably do so. Even washing in cold water, as sailors do, seems to be sufficient to disinfect fabrics from yellow fever.

Several cases are known where aired or washed clothing was handled with impunity by a number of unacclimated persons, from which yellow fever had been contracted by those who unpacked or washed it, and no case of infection from well-aired clothing has ever been known to the writer. Moisture seems necessary for the infection to keep its efficiency.

It is not, of course, intended that airing, etc., should ever be relied on for the disinfection of fabrics, only to show that some vessels may clear themselves of infection by this method and ventilation.

**Appendix J: Official Report of Damage Sustained at Chandeleur
Island Station during the Great Hurricane of 1893**

ANNUAL REPORT

25th

OF THE

SUPERVISING SURGEON-GENERAL

OF THE

MARINE-HOSPITAL SERVICE OF THE UNITED STATES

FOR THE

FISCAL YEAR 1896.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.

1896.

TREASURY DEPARTMENT,
Document No. 1909.
Office of U. S. Marine-Hospital Service.

TREASURY DEPARTMENT,

Washington, August 27, 1896.

SIR: I have to acknowledge the receipt of your letter of the 4th instant, inclosing a report regarding the Gulf Quarantine Station, made by Dr. H. H. Haralson to the chairman of the executive committee of the Mississippi State board of health.

In reply I have to inclose herewith for your information a letter, with inclosures, prepared by the Surgeon-General of the Marine-Hospital Service.

Awaiting any further communication, I remain, respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

Hon. A. J. MCLAURIN,

Governor of Mississippi, Jackson, Miss.

[Inclosure.]

TREASURY DEPARTMENT,

OFFICE OF THE SUPERVISING SURGEON-GENERAL, M. H. S.,

Washington, D. C., August 25, 1896.

SIR: I have the honor to make the following statement with reference to the letter of the governor of Mississippi, inclosing a communication from Dr. H. H. Haralson, quarantine inspector at Biloxi, addressed to the chairman of the executive committee of the Mississippi State board of health:

The general object of the letter of Dr. Haralson is a complaint concerning the United States quarantine station at Ship Island, Mississippi, and a demand that it shall be removed from its present location to the former location at Chandeleur Island. The reasons for this removal given by Dr. Haralson are that the proximity of the Gulf station is dangerous to the inhabitants of the town of Biloxi and the people of Mississippi generally, on account of the possibility of infection by yellow fever, and because, as he states, the quarantine is carelessly administered and by a service which allowed yellow fever on two occasions to invade the States of Mississippi and Georgia.

With regard to the administration of this quarantine, I have every reason to believe that its administration has always been conducted with the utmost care by the various officers in command of the station, and in order to indicate the method by which assurance is had from time to time as to its careful conduct I inclose a copy of the last report of inspection of this station, made by Surg. R. D. Murray, quarantine inspector.

The statement of Dr. Haralson that this Service was responsible for the epidemic of yellow fever at Brunswick, Ga., in 1893 is denied. This Service was not in charge of the quarantine at Brunswick when yellow fever was admitted in 1893, but the quarantine was at that time administered by the Brunswick local board of health. The Service subsequently assumed charge because of the inefficiency of the local quarantine and its failure to protect the State from epidemic diseases.

Concerning yellow fever at Biloxi in 1886, it has been strenuously denied that yellow fever existed there at that time. It was officially reported, after investigation, not to be yellow fever, and a letter on file in this Bureau, signed by F. W. Elmer, member of the legislature, written from Biloxi October 23, 1886, states as follows:

"All our physicians, four in number, say the disease is bilious or remittent fever."

It should be added, moreover, that in that year the quarantine at Ship Island was a refuge station, operated under the law of 1878 in aid of State and local authorities.

In a letter from the then Surgeon-General of the Marine-Hospital Service, dated November 10, 1886, in response to an inquiry, he replied as follows:

"The evidence on file in this office is not conclusive as to the precise nature of the sickness at Biloxi. Only a few fatal cases have been reported. The quarantine lately maintained at Biloxi was by the local authorities, and not under the control of this office."

It may be added that the present effective and scientific appliances which have revolutionized quarantine methods were not in use anywhere at that date, nor was the present effective quarantine system provided for by the act of Congress approved February 15, 1893, in operation.

With regard to the request for the removal of the Gulf Quarantine Station to Chandeleur Island, it is inconceivable that such a demand should be made in face of the fact that when Chandeleur Island was occupied by the station—the point to which it is desired it should be removed—the buildings were destroyed by a hurricane and by seas that swept entirely over the island October 2, 1893, and five persons—a steward, nurse, boatman, and two patients—were lost, demonstrating very clearly the unfitness of this point for a quarantine station. The following is a report of the officer in charge of the station at that time; dated Gulf Quarantine, October 4, 1893:

“SIR: Referring to my telegram of the 2d instant, reporting the destruction of this station, I have the honor to report the following details:

“The hurricane commenced about 8 p. m. on Sunday, October 1, 1893, the wind blowing from the southeast, the water rapidly rising, and a heavy sea sweeping over the island. The only communication between the surgeon's quarters and dispensary and hospital building was soon carried away. This was a light structure recently erected by the attendants. After this the inmates of each building were left to their own unaided resources. The laundress was fortunately saved by being brought up to my quarters shortly before those she occupied were swept away. The hurricane reached its height about 6 a. m. Monday, at which time the hospital ward was completely destroyed and carried out to sea. Its inmates at the time are supposed to have been the following five persons who are missing: Steward L. A. Duckert, Nurse John McKenzie, Boatman Johan Muller, and two patients, George Salmon, from the American bark *R. Goddard*, and Herman Gallen, from the British steamship *Ravendale*, the former suffering from an incised wound of chest, the latter from some pulmonary trouble.

“It is to be hoped that some of the missing may yet be heard from; but I am of the opinion that the chances are very poor, as at the time of the collapse of the ward the wind had hauled to the southwest, sweeping everything out to sea. Every possible effort has been made to find some trace of them, but without success.

“The effect of the storm upon Government property may be briefly stated as follows: All outbuildings, surgeon's laundry, cabin (occupied by female attendant), disinfectant storeroom, condemned-property room, bridges, landings, hospital ward, and pier head completely destroyed, not a vestige remaining except a piece of piling here and there. Flagstaff blown away.

“The remaining buildings are more or less total wrecks, the surgeon's quarters being the worse off, and liable to fall at any moment. The contents of the buildings are either injured or destroyed. Some of the records, I fear, are lost. Of the floating property nothing remains but the steamer *Welch*, the naphtha launch, and the whaleboat. Of these the only serviceable one is the latter. The *Welch* is high and dry on the north point, and I doubt if the naphtha launch engine can be repaired. Of this, however, I have some hopes.” (Signed) G. M. Guitéras, P. A. Surgeon, M. H. S.

The following is a further statement made by Dr. Haralson in his communication already alluded to: “The same officer or officers come in contact with infected vessels and persons and places that immediately afterwards and without disinfection inspects and comes in contact with noninfected persons and vessels, thus opening the way for the propagation and discrimination (?) of infection.” This danger has been provided against by the assignment of two medical officers to the station, one of whom is an immune to yellow fever, whose principal work it is to inspect suspected vessels at quarantine, while the general administration of the station is in the hands of the commanding officer. For that reason the fact that the commanding officer has never had yellow fever is of little importance. As a matter of fact, there has

been no yellow fever at this station during the year, and there can be no objection to the medical officer going aboard any vessel when it has been ascertained by his junior, who is, as already stated, immune, that the vessel is not infected.

With regard to the guarding of the station and its waters from trespass, the incidents cited by Dr. Haralson are of the most trifling description, consisting principally in the rapid passage across the quarantine waters of a small boat under full sail, and it is well known that such an accident is liable to occur at any quarantine station, and just as probably at the one recently established by the Mississippi State board of health at Cat Island, where there are, so far as ascertained, no buildings, no guards, and none of the paraphernalia of an equipped quarantine station.

Referring to the statement that a vessel from Port Elizabeth came into the port of Biloxi on June 22, after passing the quarantine, that a pilot had met her some distance out, and that subsequently the quarantine physician had found a case of fever aboard, and being only malarial fever, in his opinion, had not detained her, it would seem that the quarantine physician is there for the purpose of making a diagnosis of all cases of disease, and the fact that Dr. Haralson subsequently considered that the case simulated typhus fever is no proof that the quarantine physician was wrong in his diagnosis, while subsequent facts have proved that he was quite correct. Further, the fact that a pilot had boarded the vessel does not affect the case at all, because it was necessary that the vessel should have a pilot, and if infectious disease had been found aboard the pilot would have been detained with the rest of the vessel's personnel.

From the above it may be seen that the apprehension concerning the United States quarantine station at Ship Island and its administration is unfounded.

I invite attention again to a copy of the report of the inspecting officer, dated March 24, 1896, in which is shown the thorough equipment of this station, with its residences, executive building, and hospital on shore, its well-defined anchorages, its boarding steamer, barges, and complement of small boats, its complete machinery for the disinfection of vessels, and its personnel, consisting of two experienced medical officers, a hospital steward, and thirteen attendants. I will add that, for the proper guarding of any vessel in quarantine, the medical officer has authority to employ additional guards from time to time as may be needed.

I have yet to learn that the Cat Island Quarantine, which has been recently established by the Mississippi State board of health, almost adjoining the national station, has any appurtenances whatever, and I deem it pertinent here to transmit a copy of a letter received from Surgeon Murray, showing the emoluments to be derived and the tax imposed upon commerce by its establishment.

Finally, I will add that, in accordance with the law and the custom of this Service, assistance is given at all national quarantine stations in the enforcement of the State and local regulations. The establishment of a new station at Cat Island, therefore, is obviously unnecessary, and I have, furthermore, to invite attention to section 6 of the law of February 15, 1893, which provides that, "after treatment of any infected vessel at a national quarantine station, and after certificate shall have been given by the United States quarantine officer at said station that the vessel, cargo, and passengers are each and all free from infectious disease, or danger of conveying the same, said vessel shall be admitted to entry to any port of the United States named within the certificate."

The attention of the medical officer in command of the station at Ship Island will be called to this section.

I inclose also copy of a report received from P. A. Surg. A. C. Smith upon the equipment of the State quarantine at Cat Island.

Respectfully, yours,

WALTER WYMAN,
Supervising Surgeon-General, M. H. S.

The SECRETARY OF THE TREASURY.

MARINE-HOSPITAL SERVICE,
Gulf Quarantine Station, August 20, 1896.

SIR: As directed in Bureau letter (F. I.) of the 14th instant, I have the honor to report upon the equipment of the State "quarantine" at Cat Island, and I return by mail to-day the lithographic map sent me, having indicated thereon such vestiges of a quarantine station as I discovered.

The location of the pretended quarantine is a little more than 10 miles due west from this station. I visited the spot yesterday, and as a result I have to report that there is no quarantine station on Cat Island at the place described in the "rules and regulations for Cat Island quarantine station and inspecting service of the Mississippi State board of health." No quarantine officer, boarding officer, watchman, or employee is regularly stationed there, and there is nothing to indicate a quarantine anchorage. The sole equipment consists of two small tents and a stake 10 or 12 feet high supporting a yellow flag. I could not find any human being at the supposed station, although I stood by the tents and called aloud and searched the landscape with a glass from the top of Great Sand Hill. There are no buoys to mark the anchorage, no wharf or barge or other landing place, and no boat for boarding or other purposes was at the island. My visit was paid in the middle part of the day. The quarantine has been in nominal operation since July 23.

From the view of the place which I had yesterday I believe that the State board of health does not intend to establish a real quarantine there. * * * The location is unsuitable even for an inspection station such as was proposed by the president of the State board of health last spring. Without a proper anchorage of its own, it is 6 miles distant from Ship Island Harbor and 3 miles from the nearest deep water. It would appear that the State board of health is seeking the removal of this station merely in the hope of squatting in our establishment.

Very respectfully, yours,

A. C. SMITH,
Passed Assistant Surgeon, M. H. S.

SUPERVISING SURGEON-GENERAL MARINE-HOSPITAL SERVICE.

MARINE-HOSPITAL SERVICE,
Mobile, Ala., August 15, 1896.

GENERAL: I have the honor to report further on the new quarantine on Cat Island, Miss., viz:

Dr. H. H. Haralson, member of the State board of health, as quarantine inspector at Biloxi, receives per month.....	\$250
Dr. C. W. Brooke, quarantine physician at Cat Island, receives per month.....	100
Two boatmen receive, per month, \$30 each.....	60
Estimated cost of subsistence at.....	30
Monthly cost to the State	440

Vessels are to pay \$5 for each inspection.

The Ship Island harbor master is to receive \$5 for such mooring of the vessels—two will generally be required, thus making the extra cost to the vessel about \$10 in every case, and \$15 in some cases.

I am, very respectfully, your obedient servant, R. D. MURRAY,
Surgeon, Marine-Hospital Service.

SURGEON-GENERAL MARINE-HOSPITAL SERVICE.

No rejoinder has been received from the governor of the State or the State quarantine authorities other than an acknowledgment only of the receipt of the letter of the Secretary of the Treasury.

CAT ISLAND QUARANTINE AN OBSTRUCTION TO COMMERCE.

MARINE-HOSPITAL SERVICE,
Gulf Quarantine, September 19, 1896.

SIR: I have the honor to forward herewith a copy of a letter received from the collector of customs for the Pearl River district in reply to inquiries from me concerning the detention of vessels by the Cat Island quarantine. I forward also a copy of a letter from Capt. Fred Mewman, of the U. S. schooner *Palos*, which gives an interesting account of his experience with the Cat Island quarantine. I have no explanation from Dr. H. H. Haralson to show where the quarantine force were, by his orders, on August 6, the date of the departure of the *Palos* from this quarantine station. This case of the *Palos* is conspicuous proof not only of the fact that Cat Island quarantine is not regularly attended by anyone, but also that the actual inspection or quarantine service done by Dr. Haralson, either in person or through subordinates, is not made of any importance by him, since this vessel is one which especially merited careful inspection on account of several very severe cases of fever (Chagres fever) having been taken from it.

I make a practice of warning vessels bound for the Mississippi coast of the existence of the State quarantine to enable them to avoid trouble on shore.

I would be glad if a copy of Captain Mewman's letter could be transmitted to the governor of Mississippi, to supplement the information already given concerning the Cat Island quarantine.

Very respectfully, yours,

A. C. SMITH,
Passed Assistant Surgeon, M. H. S.

SUPERVISING SURGEON-GENERAL MARINE-HOSPITAL SERVICE.

OFFICE OF THE COLLECTOR OF CUSTOMS,
Port of Shieldsboro, Miss., September 17, 1896.

SIR: In reply to your letters of the 10th and 12th instant, relative to detention of vessels by the State quarantine authorities, I have to state that the *Palos*, subsequent to her entry at this port August 7, was ordered by Dr. Haralson, in charge of State quarantine, to report at the quarantine station at Cat Island to undergo inspection, fumigation, or whatever else was deemed necessary. Captain Mewman, master of the *Palos*, informed me a few day after that he went to see the State quarantine physician and succeeded in inducing him not to compel the *Palos* to go back to Cat Island, explaining to him that he did not know there was a quarantine station at Cat Island, not seeing any sign of it in passing the island on his way to Shieldsboro.

Mr. Elmer, the deputy collector at Biloxi, informs me that the enforcement of the State quarantine regulations necessarily causes detention and annoyance to arriving vessels, citing as an instance the case of the steamship *Hispania*, arrived coastwise from New Orleans and compelled to go to the Cat Island station, thereby involving a loss of time and the expenditure of about 20 tons of coal.

Respectfully, yours,

J. H. ESPY,
Special Deputy Collector.

Dr. A. C. SMITH,
Ship Island, Mississippi.

COMPLAINT OF CAPTAIN REGARDING CAT ISLAND QUARANTINE.

NEW ORLEANS, *September 14, 1896.*

DEAR SIR: Yours of the 9th instant duly to hand and contents noted. The day I left your station, on the 6th or 7th of August, I proceeded toward Cat Island, and approached the shore so near as the draft of the *Palos* would allow me, and looked for the quarantine station, but I could not find or see a sign of a quarantine station of any

kind whatsoever, and, as I had no direct information of said station, I kept off for Pass Christian and came to anchor, sent my crew to New Orleans, and entered the vessel in custom-house at Bay St. Louis (Shieldsboro) without any trouble; same time I asked the deputy collector about the Cat Island quarantine and he could not give me any information about it. Naturally I never troubled myself any more about it. About the 12th or 13th of August the owners of the *Palos*, Messrs. Poitevent & Favre, of Pearlinton, received a letter from Dr. Haralson, of Biloxi, inspector of Cat Island quarantine, informing them that I had violated the State quarantine law by passing by Cat Island station without being inspected, and also demanded that I should return with vessel and crew to Cat Island for inspection.

Messrs. Poitevent & Favre telegraphed to me at Pass Christian to come to Pearlinton immediately, which I did. I explained the case to Mr. Poitevent and he directed me to go to Bay St. Louis and see their lawyer, Mr. Bowers, and put the case before him, which I did. I got a letter from Mr. Bowers to Dr. Haralson at Biloxi. I went to Biloxi and delivered the letter to Dr. Haralson, in person, and explained the whole case to him. I told him that I had no direct information about Cat Island quarantine; all the information I had was from Dr. A. C. Smith, and Dr. Smith could give me no direct information or particulars about it. For all that, I did my best to find the station, and as nobody came near me and couldn't see no sign of a station, and while I was lying at Ship Island quarantine I noticed vessels got released from quarantine at Ship Island, proceeded direct to their loading place and didn't go near Cat Island. I also told Dr. Haralson the day and hour I passed Cat Island that there was nobody on or near the island belonging to the quarantine. What else could I do than proceed to my destination?

The consequence was that Dr. Haralson recalled his order and said that I needn't take the vessel back to Cat Island; that I could go ahead with my business. He saw that I didn't violate the law intentionally. Same time he gave me some copies of the rules and by-laws of Cat Island quarantine station.

I see in the by-laws where the board charges vessel quarantine fees according to tonnage. I think they have to alter that. The State of Louisiana used to charge quarantine fees according to tonnage; but it went to court and the superior court decided that no State could charge quarantine fees by tonnage. Now they charge vessels according to their rig. Dr. Haralson didn't demand any fees from me, so I got nothing to say. Only the trouble and travel expenses it put me to; somewhere about \$8.

The *Palos* is out of commission and will probably never go to sea again, consequently I am out of work and job and looking for another situation. Any further information you wish to obtain in my knowledge I will be glad to furnish you.

Very truly, yours,

FRED MEWMAN, *New Orleans.*

Dr. A. C. SMITH,
Gulf Quarantine.

STATE BOARD OF HEALTH, LOUISIANA.

The attitude of the State board of health toward this Service may perhaps be illustrated by the following copy of a resolution introduced by the president of that board at the meeting of the American Public Health Association at Montreal, September 25-28, 1894:

Dr. S. R. Oliphant, of New Orleans, offered the following resolution:

Resolved, That it is the sense of this association that Federal surveillance, control, or interference with State quarantine, when efficient quarantine service is maintained, is unwarranted and meddlesome; that the test of the efficiency of a quarantine service should be its past record and the confidence and approval of neighboring States and other quarantine officials; that the solution of the quarantine problem should be

left to the local health authorities, to be worked out in accordance with their individual requirements, and all progressive steps encouraged so long as such advances are made within the limits of safety; that the formulation of regulations by the United States Marine-Hospital Service for the control of State quarantine stations, without conference with the local quarantine officials, is to be deprecated, and can result only in conflict between State and National authorities; that the United States Marine-Hospital Service has rendered valuable assistance in the way of collecting and disseminating information bearing on quarantinable disease, and that it can become otherwise useful by rendering assistance when called upon."

This resolution was referred to the executive committee, who presented to the association the following as a substitute:

Resolved, That in the opinion of this association, quarantine questions being of such importance to all countries on this continent, there should be no enactment and exaction of quarantine regulations in conflict between Federal, State, provincial, and local authorities.

The above substitute was then laid upon the table. Notwithstanding this action on the part of the Public Health Association, the original resolution as offered by Dr. Oliphant was published in certain periodicals, though not by the Louisiana board, in such manner as to convey the impression that it had been adopted by the association.

Again, at the national conference of State boards of health, held in Chicago in June, 1896, the following telegram was received:

NEW ORLEANS, LA., June 10, 1896.

Dr. C. O. PROBST,

Conference Boards of Health, Auditorium, Chicago:

Executive this board detained by urgent legislative interests. We hope conference will continue to discountenance national interference with State quarantines.

G. F. PATTON,

Secretary Louisiana Board of Health.

No action was taken on this telegram.

RELATIONS WITH THE BOARD OF HEALTH OF SAN FRANCISCO.

The necessity of the Service performing the entire quarantine function at the port of San Francisco, where, until the present season, the boarding and inspection of vessels had been conducted by the local quarantine officer, while the quarantine station was under the control of this Bureau, is set forth in sufficient detail in the following letter addressed to the chairman of the Committee on Appropriations in the Senate, requesting an appropriation of a sufficient sum to place the boarding vessel in commission for service throughout the year:

TREASURY DEPARTMENT,

OFFICE OF THE SUPERVISING SURGEON-GENERAL, M. H. S.,

Washington, D. C., April 20, 1896.

To the Chairman Committee on Appropriations, United States Senate.

SIR: In the regular estimates submitted by the Secretary of the Treasury for the fiscal year 1897 (see published estimates, 1896-97, p. 248), \$137,000 was included for the quarantine service, namely, for the maintenance and ordinary expenses, including pay of officers and employees of eleven quarantine stations. In the sundry civil bill as passed by the House but \$125,000 is appropriated. (See H. R. 7664, p. 48, line 4.) I respectfully ask that the original amount asked for (\$137,000) be included

**Appendix K: U.S. Treasury Request to Appropriate Funding to Build
New Chandeleur Lighthouse 21 May 1894**

CHANDELEUR, LA., LIGHT STATION.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY

RECOMMENDING

An amendment to the sundry civil bill providing for the reestablishment, upon a safer site near by, the Chandeleur, La., light station, which was wrecked October 1, 1893.

MAY 21, 1894.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, May 15, 1894.

SIR: The light house at Chandeleur, La., was damaged on October 1, 1893, by a hurricane. The light-house tower was undermined on one side, and careened until the light was extinguished. The interior is in such a wrecked condition that it is impossible to reach the lantern. All the outhouses and the land about the dwellings have disappeared, and the dwellings are damaged extensively. The station is without any fresh-water supply. A temporary light is being maintained.

After a careful examination of all the circumstances the Light-House Board, at its session on May 7, 1894, came to the conclusion that it would not be advisable to attempt the repair of the present light-house site or of the dwellings of the keepers. The site appears to be unsuitable because of the encroachments of the sea. The old light-house tower is not of sufficient height to fully meet the requirements of the location.

The Board is of the opinion that the structures should be erected upon a point near by, and that the keepers' dwellings should be removed to that site. It is estimated that the cost of the change of site and the reerection of structures will be not exceeding \$35,000.

This light was of special importance to the fleets of vessels which visit Ship Island anchorage, as well as to those vessels seeking the entrance to Mississippi Sound. It is believed that the needs of commerce warrant the advance of the light to the third order, and making a suitable increase in the height of the light above mean high water, and it is very desirable that the site should be so changed that it will be in much less danger of damage in future storms.

It is therefore recommended that the following named amendment be made to the pending sundry civil appropriation bill.



CHANDELEUR, LA., LIGHT STATION.

Insert on page 5, after line 19, in H. R. bill No. 5575, sundry civil appropriations, the following:

Chandeleur light-station, Louisiana: For the reestablishment upon a safer site near by, the Chandeleur, Louisiana, light-station, which was wrecked on October 1, 1893, by a hurricane, \$35,000.

Respectfully, yours,

S. WIKE,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES,
Washington, D. C.

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**Appendix L: Sabine Pass Quarantine Station Report 1896–1897
Shipping Advice**

ANNUAL REPORT

OF THE

SUPERVISING SURGEON-GENERAL

OF THE

MARINE-HOSPITAL SERVICE OF THE UNITED STATES

FOR THE

FISCAL YEAR 1897.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1899.

antine inspection of his ship. A suit was thereupon brought in the police court to compel payment. As the Government is interested in the outcome of this suit, which though begun in the police court, will doubtless be carried to higher courts and involves an interesting point of law, the Secretary of the Treasury requested the Attorney-General of the United States to instruct the United States district attorney at San Francisco to look after the interests of the Government in regard to Federal control of quarantine at that port.

Following is the correspondence relating thereto:

TREASURY DEPARTMENT,

Washington, September 29, 1897.

SIR: I have to request that the United States district attorney at San Francisco be directed to give aid and advice to the United States quarantine authorities at the port of San Francisco in maintaining Federal control of quarantine operations in accordance with the law of February 15, 1893, and under direction of the President. I have been informed that a suit has been instituted by the local authorities against the captain and the pilot of the steamer *Gaelic* for alleged violation of the local quarantine regulations, in which, and succeeding suits, the right of exercise of quarantine functions by the National Government may be involved.

I have further to request that in all these suits the interests of the Government be guarded by its legal representatives. It is understood that the United States district attorney at San Francisco has already taken cognizance of the matter.

Respectfully, yours,

O. L. SPAULDING, *Acting Secretary.*

The ATTORNEY-GENERAL, *Washington, D. C.*

DEPARTMENT OF JUSTICE,

Washington, D. C., October 7, 1897.

SIR: As requested in your letter of the 29th ultimo, I have to-day instructed Henry S. Foote, United States attorney at San Francisco, Cal., to aid and advise the United States quarantine officers at that port in maintaining Federal control of quarantine operations in accordance with the law of February 15, 1893, and under direction of the President.

It appears that the right of the exercise of quarantine functions by the National Government is involved in a suit pending in that district instituted by the local authorities against the captain and pilot of the steamer *Gaelic*.

Very respectfully,

JAS. E. BOYD.

The SECRETARY OF THE TREASURY.

TRANSACTIONS RELATING TO THE STATE QUARANTINE STATION AT
SABINE PASS, TEX.

Following, arranged seriatim, are the sources of information concerning both the dangerous location and imperfect administration of the Sabine Pass quarantine upon which the Bureau found it necessary, in the interest of public safety, to take the action hereinafter indicated.

First should be mentioned the inspection report of P. A. Surg. G. M. Magruder, who, in accordance with Article XI of the quarantine regulations, had been detailed to make a regular inspection of all the Texas quarantines.

The official report of this inspection follows:

INSPECTION REPORT, SABINE PASS QUARANTINE.

By P. A. Surg. G. M. MAGRUDER, M. H. S.

"1. Describe the quarantine station, location, buildings, anchorages, etc. Give limits of anchorage for noninfected and for infected vessels; facilities for inspection of vessels; apparatus for disinfection of vessels and of baggage; facilities for removal and treatment of the sick, and for the removal and detention of suspects; mail and telegraph facilities, etc."

The quarantine station is located 2 miles south of the town of Sabine Pass, on the west side of the pass, on grounds owned by the firm of Kuntz Bros. & Co. About 30 yards south of the quarantine shed the above-named firm is digging a slip and building wharves, employing three dredges and their crews in this work.

The quarantine buildings consist of a shed 100 by 30 feet, with an ell annex 30 feet square, and attendants' quarters. Along the river front of this shed is a wharf 80 feet long, at which vessels may lie while being disinfected. Depth of water along wharf front, 16 feet. Twenty yards from the above building is a four-roomed structure elevated 20 feet on piles and used as attendants' quarters. Buildings in fair condition.

Anchorage for infected and noninfected vessels not marked by buoys. Vessels after fumigation lie at wharf during period of detention, unless wharf is needed for a later arrival. Anchorage ground available, extends from one-half mile below station for a distance of 2 or more miles. Vessels boarded from rowboat.

The disinfecting apparatus consists of a steam boiler, a steam cylinder 50 by 8 feet, made of a simple thickness of boiler iron with steam coils for heating and perforated pipes for admission of live steam, a steam engine, sulphur furnace and fan, with galvanized iron delivery pipe 12 inches in diameter reduced to 6 inches when it enters the vessel, and iron sulphur pots. There is no bichloride pump.

There are no facilities for removal, detention, or treatment of sick or suspects.

Daily mail; telephone service with Beaumont; no telegraph.

"2. Give personnel of the station or port; name of the quarantine officer or officers; post-office address; total number of officers and subordinates, etc."

Dr. A. N. Perkins, quarantine officer; post-office address, Sabine Pass, Tex. Total number of officers and employees, three.

"3. Transmit copies of the laws under which the local quarantine is maintained, and copies of the quarantine regulations; and describe the quarantine customs of the port as they are carried out.

"NOTE.—There are sometimes slight, but possibly important, variations from the letter of the local regulations in the administration of quarantine. Also local regulations generally allow a wide latitude to the quarantine officer, and how this latitude is used, i. e., how the quarantine officer interprets the spirit of the regulations, is very important."

Governor's proclamation inclosed. No quarantine regulations other than those of the Service. All vessels arriving are inspected except those from United States ports, which are hailed, and only inspected in case sickness is on board.

Vessels from points south of 25° north latitude held for fumigation; if quarantinable disease on board sent to Ship Island.

If disinfected at Sabine Pass the vessel is hauled up to small wharf built by a land-improvement company for discharge of ballast. The ballast is hoisted by crew and dumped into wheelbarrows on wharf and rolled away by employees of land company and used as filling. The ballast is not disinfected and laborers not isolated for five days. The vessel is then either fumigated with pots where she lies, or is taken to quarantine station and sulphur fan and furnace used. She is kept closed for from twelve to twenty-four hours, and then opened up and sometimes sprinkled with bichloride solution, but not often. There is no force pump for using bichloride

spray. Clothing and bedding is put through the steam cylinder when vessel is alongside quarantine wharf, but when pots are used with vessel lying at some other point these articles are exposed to sulphur dioxide gas.

In reply to an inquiry as to the amount of sulphur used in disinfecting a vessel, I was informed 10 pounds was burned to every 25 tons of capacity. I then asked how much was used in fumigating a vessel of 1,400 tons, which had just been discharged from quarantine. The reply was nearly 100 pounds.

"4. State what quarantine procedures, either under printed regulations or by custom, are enforced at the port, in addition to the requirements of the Treasury Department.

"It should also be stated whether there is undue or unnecessary detention or disinfection of vessels."

No regulations except governor's proclamation in addition to Treasury Regulations.

No unnecessary detention of vessels is apparent except that they are detained sometimes eight or ten days discharging ballast, there being poor facilities for this work.

"5. State whether the inspection is maintained throughout the year, or for what period, and what *treatment* of vessels is enforced during the entire year.

"NOTE.—Many ports on the South Atlantic coast (e. g., Charleston, Savannah, and Fernandina) require certain ballasts to be discharged in quarantine without regard to season."

The station is only open from May 1 till closed by governor's proclamation about November 1. After this time the quarantine officer boards vessels at request of the deputy collector of customs, charging a fee of \$10 in each case. During the period from November 1 to May 1, vessels requiring disinfection would be sent to Ship Island.

"6. Are vessels from other United States ports inspected?"

These vessels are hailed, but not boarded unless there is sickness on board.

"7. Describe quarantine procedures in the inspection of vessels, and, if infected, the treatment. Give time in quarantine (a) between arrival and commencement of disinfection, (b) the time occupied by disinfection, and (c) time after completion of disinfection of vessels until discharged.

"NOTE.—Quick or slow handling of a vessel is of more importance commercially than the question of fees. The time lost is the vessel's heaviest expense, generally."

Quarantine officer boards vessel; inspects bill of health; musters and inspects crew; then inspects vessel. If infected the vessel will be ordered to Ship Island. If from a port south of 25° north latitude, but with no sickness of a quarantinable nature found on board, she will be disinfected in part. Ballast is discharged and disinfection practiced as described under 3. (a) Immediately. (b) From twelve to twenty-four hours. (c) Time variable; not over three days.

The steamship *Kirkfield*, from Rio, arrived July 10; was disinfected and discharged on July 12.

Schooner *Mary*, from Frontera, Mexico, arrived June 28; discharged from quarantine after disinfection June 29.

Bark *Alice*, from Kingston, arrived June 25; discharged June 27.

When vessels are long held in quarantine it is generally due to delay in discharging ballast, due to poor facilities.

"8. What communication is held with vessels in quarantine (and before quarantine by pilots, etc.), and how regulated? Is there any intercommunication allowed among vessels in quarantine?"

Pilots are forbidden to board vessels unless the captain informs them there is no sickness on board. If they board and there is sickness of a quarantinable nature, they are quarantined. Vessels in quarantine are forbidden to communicate, but there are no watchmen or guards.

I was informed by the quarantine officer that an official of one of the land companies of Sabine Pass who has frequently criticised the quarantine administration,

in a spirit of bravado, recently boarded from his tug a vessel in quarantine flying the yellow flag, and then returned to town and boasted to the doctor of the exploit. The quarantine officer failed to put this man and his vessel in quarantine, or to prosecute him for violation of quarantine regulations.

I was informed by the deputy collector of customs that the captain of the bark *Macedon* was seen by him in town while the vessel was flying the yellow flag.

"9. State what will be done with a vessel infected with cholera; second, a vessel infected with yellow fever; third, a vessel infected with smallpox (said vessels carrying or not carrying immigrants), and what conditions are regarded as giving evidence of the vessel's infection in each case."

Remanded to Ship Island. The presence of the disease on board, or the fact of its occurrence during voyage.

"10. State whether records are kept at the station of the cases of disease that have occurred during the voyage, on arrival, and during detention."

None at present.

"11. Transmit schedule of quarantine fees, and give other fees and expenses necessarily and usually attendant on quarantine, as tonnage, ballast, wharfage charges, etc."

A fee of from \$15 to \$25 for disinfection, and during winter months \$10 for inspection. No other fees.

"12. Make a statement showing the number of vessels arriving at the port during the preceding calendar year, by months—(a) from foreign ports; (b) from foreign ports in yellow-fever latitudes via domestic ports; (c) from domestic ports. Show also the character of the commerce carried on by the port, i. e., from what countries chiefly the vessels come, and whether in cargo, ballast, or empty."

1896.	(a)	(b)	(c)	1896.	(a)	(b)	(c)
January	2	0	1	July	4	0	1
February	0	0	4	August	5	0	3
March	3	0	4	September	3	0	0
April	2	0	3	October	10	0	1
May	3	0	2	November	8	0	0
June	1	0	7	December	16	0	2

Imports, none; exports, lumber. Vessels come chiefly in ballast from South America, West Indies, and Mexico.

"13. State results of your visit to (a) the custom-house; (b) the immigration bureau."

Duplicate bills of health and proper quarantine certificates duly filed. No immigration bureau.

"14. State whether in your opinion the quarantine facilities are sufficient to care for the shipping entering the port."

No; the quarantine station from its location is a source of danger to the country.

"15. Name the quarantine regulations of the Treasury Department which are not properly enforced, and state specifically whether the regulations regarding inspection and disinfection, and particularly the period of observation after disinfection, of vessels are observed."

The regulations relative to the disinfection of vessels and clothing and the period of observation after disinfection are not strictly observed.

"16. Does the certificate of inspection, or of pratique, signed by the quarantine officer, state that the Treasury Regulations have been complied with as required by section 5, act of February 15, 1893? Transmit copy of certificate."

Yes.

"17. What disposition is made of the consular bills of health?"

Duplicate kept by deputy collector of customs and original sent to custom-house at Galveston.

"18. Mention any facts which in your opinion should be known to the Department, bearing directly or indirectly upon the quarantine service, and make such recommendations as seem proper."

The location of the station is a menace to the health of the town. A number of workmen are employed dredging out the slip, not more than 30 yards from the quarantine shed, and when this slip is completed vessels will load and unload there.

The ground immediately around the station is laid off in lots, buildings are going up, and proper isolation of quarantine attendants and crews will be and is impossible.

The quarantine officer, who is 63 years of age, is seriously handicapped by defective vision and is physically unable to undergo severe exertion.

Respectfully submitted.

G. M. MAGRUDER,
Passed Assistant Surgeon.

JULY 13, 1897.

Almost coincidently with the receipt of this report of Passed Assistant Surgeon Magruder the following report was forwarded to the Bureau by the Chief of the Revenue-Cutter Service, being the report of the commanding officer of the United States revenue cutter *Galveston*, the conditions at the Sabine Pass quarantine being so pronounced as to excite his attention and prompt him to report conditions, as required under section 98, paragraph 3, of the Regulations of the United States Revenue-Cutter Service:

REPORT ON STATE QUARANTINE STATION AT SABINE PASS, TEX.

By Capt. JOHN DENNETT, U. S. R. C. S.

UNITED STATES STEAMER GALVESTON,
Galveston, Tex., June 20, 1897.

SIR: Under section 98, paragraph 3, Revised Regulations, I would respectfully ask the attention of the Department to the quarantine as maintained by the State of Texas at Sabine Pass. I have just visited that point and made an informal examination into the surroundings and workings of that station.

The quarantine was formerly located near the mouth of Texas Bayou, which connects the river with a small lake as marked on accompanying sketch.

At the time of the storm and inundation of this section in 1886 the quarantine station was washed away. It was afterwards located in its present position. This answered very well for the time being, as the town was then some $1\frac{1}{2}$ miles away and but very little navigation came to this badly barred harbor. Since that time, however, improvements have been made to the bar and harbor. Mills have been built at Orange and Beaumont, whose natural outlet is Sabine Pass. Lake Charles, which also has large mills, sends out of Calcasien, some 30 miles east of Sabine, large quantities of lumber by tow barges to be loaded on board vessels at Sabine for Europe, Mexico, and South America. Sabine Pass, therefore, is the most accessible port to this enormous trade of the long-leafed pine.

The improvements made by the Government to the bar at Sabine Pass have so deepened the water that vessels of 23 feet draft can enter. This has brought to the port a great many vessels for lumber cargoes. The fact that large vessels can enter the port has warranted the building of railroads to the west through these pine forests, and more mills have been built to turn their product into merchantable exports. This action on the part of railroads and mill owners has stimulated the building up of the old town as well as starting new ones adjacent thereto. Port Arthur, which is now a thriving town 10 miles across the lake from Sabine Pass, has forced into being the rival town of Kountzeville, below or south of the old town of Sabine

Pass. This town of Konntzeville has been started on land belonging to the Kountze Brothers. The first town lots laid out and the first docks built are in the immediate vicinity; in fact, within the close limits of the present quarantine station.

On the 19th instant there were 3 steamers, 7 square-rigged vessels, and 1 schooner in port, all from and bound to foreign ports. One ship, 2 barks, and 1 schooner lay at quarantine, which had been or were at the time discharging, or were waiting to discharge, ballast on the hank.

The projectors of the town are anxious to obtain this ballast to fill and raise the grade of their property. The land upon which the town is laid out is barely two feet above ordinary tide. They have therefore built short T wharves for the vessels to lie at and discharge.

I sent an officer, Lieutenant Carmine, to the station to make inquiry of the quarantine physician as to his manner of enforcing the quarantine, etc. He met Dr. Perkins, a very agreeable elderly gentleman, who readily gave him the information as follows: Of the vessels now in quarantine 1 arrived on the 12th instant from Barbados, 2 on the 13th from Barbados and Montevideo, and 1 on the 18th from Vera Cruz; that there is no sickness on either of them. He boards them upon arrival at quarantine limits. If there be no sickness on board, they are permitted to come to these short pierheads within the quarantine limits (which have been conveniently arranged to include them) and then discharge their ballast upon his permit.

He says the crews of the vessels deliver the ballast over the rail; that four negroes are employed to wheel it away. These negroes are kept within the quarantine limits, and sleep on board the vessel until she is released. They can then return to their homes in the town.

That if any vessel should arrive with sickness on board, he should send her down the river to what they call the marine-hospital station, and give orders that no communication should be held with her.

That while discharging ballast no one except quarantine officials and employees are allowed on board or to visit the shore from the vessel; that he lives in town himself, has two men at the station, but keeps no watchman day or night; that he depends upon the masters of the vessels to carry out his orders and keep their people on board ship until regularly released from quarantine.

That there is no customs officer or United States official connected with the station in any way. Now, my own observation and inquiry in other directions lead me to believe that while Dr. Perkins no doubt intends to do his duty and render the quarantine as effective as possible, I really fail to see when this quarantine is other than the merest form.

These vessels bring ballast which is valuable to the owners of the new town for filling, as before stated. These people in order to obtain this material have built these short ballast landings, and the quarantine limits have been made to cover them.

The work is going on upon the new town, and the line which divides the town from the quarantine station is drawn, but to technically comply with rather than to fulfill the law. On the west side of this imaginary line are the workmen employed by the town-site owners; on the east side are the quarantine persons unguarded.

It is unreasonable to suppose that either party will respect this line if there be any inducement to cross it. Directly in line and nearly adjoining, possibly 50 feet away from the landing of one of these ballast wharves, are two large shanties sheltering thirty or forty men, employees of the town site owners, who eat and sleep there. The north-limit quarantine flag is, I judge, 20 feet from the northern shanty. It is nonsense to suppose that these men do not communicate with people on the vessels who are of the same class, with interests and tastes in common.

Directly astern some 30 feet from one of the vessels flying a quarantine flag 3 dredges and a pile driver are at work building docks and slips; within a quarter of a mile 12 buildings are being erected, some of which are much nearer than this. There is but one customs officer at this port. He has his office at the town of Sabine

Pass. Of course there is a little friction between the United States and the State officials, nothing important; in fact, rather desirable than otherwise, as they may possibly each do their duty better for it. Should the inspector venture to board a vessel in quarantine no doubt the State quarantine official would either prevent his doing so or put him in quarantine, and the vessel can not enter at the custom-house until released from quarantine.

It appears to me that an acclimated special customs officer should be stationed at this place to look after the interests of the Government, for these vessels are as practically in port and as accessible as after official entry. For a smuggling proposition I can see no scheme better than the present arrangement. I think the quarantine should be moved south of Texas Bayou, and if Kountze Brothers want the ballast some other arrangement should be made by them to get it, which, if not so convenient for them, would certainly render the quarantine less a farce, and not endanger the public health, as is evidently the present situation.

Very respectfully, yours,

JOHN DENNETT,

Captain, Revenue-Cutter Service, Commanding.

The SECRETARY OF THE TREASURY,
Washington, D. C.

On receiving the two foregoing reports Passed Assistant Surgeon Magruder, who had reported his arrival in the meantime at Galveston, was telegraphed to for further information, as follows:

[Telegram.]

WASHINGTON, July 17, 1897.

DR. MAGRUDER, *Galveston, Tex.:*

Is Sabine Pass quarantine properly located for safety, or too near Kountzeville? Await orders at Galveston.

WYMAN, *Surgeon-General.*

[Telegram.]

GALVESTON, TEX., July 17, 1897.

Surgeon-General WYMAN,

Marine-Hospital Service, Washington, D. C.:

Location Sabine Pass station dangerous in the extreme; 50 men working on wharf 30 yards from station. Vessels will load at this wharf when completed, in about a month. Appropriation for moving station has been made by State legislature, but quarantine officer states change will not be made this session. I await orders.

MAGRUDER, *Passed Assistant Surgeon.*

Later the following letter was received from a member of Congress representing the district in which Sabine Pass is located, requesting the Treasury Department to take action in the matter. In the meantime, also, the Department received letters and telegrams from business men and others interested in the commercial welfare of Sabine Pass, calling attention to the conditions as previously stated and expressing their grave apprehension lest there should result not only the fatality due to disease but ruin to the material interests of the locality. In fact, the pressure was strong upon the Department to take action.

LETTER FROM CONGRESSIONAL REPRESENTATIVE.

WOODVILLE, TEX., August 4, 1897.

SIR: I am advised that the State quarantine at Sabine Pass, Tex., is insufficient and that there is danger of the introduction of yellow fever into Sabine Pass and

southeast Texas by vessels from Cuba and other countries where yellow fever of a virulent nature is now prevalent. The danger at this port, which is now being built up very rapidly and there is now considerable commerce there, and I think it proper that especial care and caution be now used to prevent the introduction of yellow fever into this section of the State, therefore, I call your attention to this matter and beg that you will give that port such service as will prevent the introduction of yellow fever or other contagious diseases through that port. I am not sure that this matter comes properly under the Treasury Department, but under the Marine-Hospital Service you have charge of this matter. If you do not have charge, please refer this letter to the proper authority.

Very respectfully,

S. B. COOPER.

The SECRETARY OF THE TREASURY,
Washington, D. C.

Following is the correspondence between the Bureau and the Department and Passed Assistant Surgeon Magruder and the collector of customs at Sabine Pass, from which it will be seen that the collector of customs was directed by the Secretary of the Treasury to admit vessels to entry only upon the quarantine certificate of Passed Assistant Surgeon Magruder, but that Dr. Magruder was not directed to take command of the station. He was there as inspector to certify that the quarantine regulations of the Treasury Department were complied with, observing the operations of the local quarantine authorities in order to give this certificate. As the local quarantine officer was physically or otherwise unable to carry out the requirements of the regulations, he consented to Dr. Magruder doing it for him.

[Telegram.]

WASHINGTON, July 19, 1897.

Dr. MAGRUDER,

Marine-Hospital Service, Galveston, Tex.:

Having mailed report, return to Sabine Pass quarantine. Vessels from Vera Cruz or other infected ports can not be admitted unless disinfected at a regular quarantine station. Paragraph 2, article 3, page 26, Quarantine Regulations, it is believed, is violated, ballast crews being allowed to return to their homes in town. State health officer has been notified to have inspection lower down. See that all regulations are complied with by local quarantine officer. Remain until further orders, and wire anything important.

WYMAN, *Surgeon-General.*

[Telegram.]

GALVESTON, TEX., July 19, 1897.

Surgeon-General WYMAN, *Washington, D. C.:*

Please define regular quarantine station.

MAGRUDER, *Passed Assistant Surgeon.*

[Telegram.]

WASHINGTON, July 20, 1897.

Passed Assistant Surgeon MAGRUDER,

Marine-Hospital Service, Galveston, Tex.:

By regular quarantine station is meant any quarantine station, State or local, fully equipped with disinfecting apparatus.

WYMAN, *Surgeon-General.*

[Telegram.]

WASHINGTON, July 22, 1897.

Passed Assistant Surgeon MAGRUDER,

Sabine Pass, Tex.:

Remain temporarily at station for observation and insistence on Treasury Regulations. It is understood actually infected vessels are remanded to Ship Island. Vessels from yellow-fever infected ports, all Cuban ports, Haiti, Vera Cruz, and other ports infected as shown by the bill of health must be prevented from discharging their ballast at the present ballast wharves. Must discharge same at a safe distance below, and by vessel's crew only. Vessel and dunnage then to be disinfected at quarantine, but no communication allowed. You are authorized to offer such assistance in the way of guards as may seem necessary. See article 3, paragraphs 2 and 3, page 26, Regulations.

WYMAN, *Surgeon-General.*

UNITED STATES MARINE-HOSPITAL SERVICE, DISTRICT OF THE GULF,

Sabine Pass, July 23, 1897.

SIR: Upon the receipt of your telegram of yesterday I have the honor to state that I immediately called upon the quarantine officer (Dr. Perkins) at this port, and communicated to him the substance of your instructions. He agreed to complete the outfit of this station by the purchase of a force pump for the use of bichloride solution, and the pump with hose and the necessary attachments was ordered by wire from New Orleans, and should be in place and ready for use by Monday. I then called on Mr. Osgood, superintendent of the Sabine Land and Improvement Company, and after a short interview this gentleman, "keenly alive to the situation," agreed to build a wharf without expense to the State for the unloading of infected ballast at any point I might designate, and placed a tug at my disposal for the selection of a site.

This morning, in company with Dr. Perkins, we steamed down the channel and selected a site, which you will see indicated on the inclosed chart. This point is $1\frac{1}{2}$ miles below the present quarantine station, and at the head of the proposed wharf there will be a depth of 15 feet at low water; from the rear a gangway will extend about 200 feet, crossing a shoal over which the water is about 2 feet deep, and ending in water about 7 feet deep, into which the ballast will be thrown. This shoal will prevent the ballast from drifting into and obstructing the harbor, and it is believed the War Department will raise no objection to the plan, especially as Mr. Osgood has been informed by Major Quinn, who is in charge of the jetty work at the mouth of the river, that he intends recommending that the harbor line be changed so as to conform to a dotted line marked on the chart. By this change the location of the ballast dump would be no longer under the control of the War Department. The wharf could not be located farther down the river, because at all points below the proposed site the ship channel is at present so narrow that entering vessels would be compelled to pass dangerously near any ship discharging infected ballast.

I am keenly alive to the fact that the location of this ballast wharf is not an ideal one, but it is a vast improvement over the present arrangement, and as a temporary expedient pending the building of a new station it is the best that suggests itself to me, and I respectfully request the Bureau's approval of my action.

Very respectfully,

G. M. MAGRUDER,
*Passed Assistant Surgeon.*SURGEON-GENERAL MARINE-HOSPITAL SERVICE,
Washington, D. C.

UNITED STATES MARINE-HOSPITAL SERVICE, DISTRICT OF THE GULF,
Sabine Pass, Tex., July 24, 1897.

SIR: In order that you may more fully appreciate the existing status of affairs at this port with reference to the change in location of the quarantine station, I inclose copies of a correspondence on this subject between Dr. Swearingen, State health officer, and Mr. J. O. Osgood, manager Sabine Land and Improvement Company.

This latter gentleman has urged for some time the necessity of immediate removal, and has offered to donate to the State the lands necessary for the new station. The site selected by Dr. Swearingen you will find indicated on the chart I inclosed yesterday by a red cross mark a short distance below the mouth of Texas Bayou, and is known as Grass Islands, two small islands about 20 feet across being found there.

This location would seem entirely unsuited for a quarantine. It is only three-quarters of a mile distant from the present station, around which the new town and wharves are being built, and is too easy of access. A public road is now being opened which will pass within a short distance of the site. I stated these objections to Mr. Osgood and Dr. Perkins when my opinion was recently asked, and suggested as far preferable that the station be built on piles near the east side of the west jetty, about 800 feet from the junction of the jetty with the shore. At this point the channel is much wider than below. Infected ballast could be readily disposed of by building a short gangway and discharging it into the Gulf on the west side of the jetty. The station would be fairly well isolated and desertion from vessels in quarantine rendered more difficult, the chief objection being that some dredging would be required, and then only \$10,000 appropriated for the entire station.

The spirit of delay manifested by the State health officer is much to be deplored, and were it not for the fact that the quarantine is so deplorably administered at this port, I would recommend that I be ordered elsewhere without delay, as from the tone of Dr. Swearingen's letter and his well-known views in regard to State's rights it is evident that he regards with suspicion any action of the Service, and in order to avoid the appearance of coercion by Federal authority he may delay the desired change longer than he otherwise would.

As matters now stand, however, I would suggest that I stay here until two or three vessels arrive, whose disinfection I will supervise for the instruction of Dr. Perkins, and that I then be ordered away. I am glad to say that my relations with Dr. Perkins are very friendly. He readily agreed to the plan I have outlined, and takes in good part any suggestion I may make.

Very respectfully,

G. M. MAGRUDER,
Passed Assistant Surgeon.

SURGEON-GENERAL MARINE-HOSPITAL SERVICE,
Washington, D. C.

UNITED STATES MARINE-HOSPITAL SERVICE, DISTRICT OF THE GULF,
Surgeon's Office, July 26, 1897.

SIR: Referring to my letter of the 23d, I have the honor to state that I am just informed that no pump can be bought in New Orleans or Chicago, and that it will probably be a week or ten days before one is obtained.

No vessels have entered this port since my arrival, but several are daily expected.

Very respectfully,

G. M. MAGRUDER,
Passed Assistant Surgeon.

SURGEON-GENERAL MARINE-HOSPITAL SERVICE,
Washington, D. C.

[Telegram.—By telephone from Beaumont.]

WASHINGTON, July 27, 1897.

Dr. MAGRUDER, *Sabine Pass, Tex.:*

Your action securing unloading vessels from infected ports lower down approved.

WYMAN, *Surgeon-General.*

MARINE-HOSPITAL SERVICE, DISTRICT OF THE GULF,

Galveston, Tex., July 31, 1897.

SIR: Since the receipt by the State quarantine officer of a copy of my report on his station, I have the honor to state that our relations have become somewhat strained, and I am informed by Dr. Perkins that no courtesies, such as boarding vessels from his boat, will be extended me.

In view of this, but one course seems to be left, viz, to charter a sailboat or naphtha launch (at about \$150 or \$200 per month for boat and crew), from which I will board at the head of the jetties all incoming vessels and will order to Ship Island the following classes:

- (1) All actually infected vessels.
- (2) All vessels from infected ports arriving before the outfit of the station is completed, so that they can be disinfected in accordance with Treasury regulations.
- (3) Vessels in ballast from infected ports arriving before the ballast wharf lower down is completed, unless the ballast is rock, which shall be disinfected by dipping in bichloride solution, or unless the ballast can be discharged in the Gulf beyond the 3-mile limit within which, I am informed, it can not legally be discharged.

Please instruct me by wire whether or not this course shall be followed.

Very respectfully,

G. M. MAGRUDER,
Passed Assistant Surgeon.

SURGEON-GENERAL MARINE-HOSPITAL SERVICE,
Washington, D. C.

[Telegram.]

SABINE, TEX., August 3, 1897.

Surgeon-General WYMAN, *Washington, D. C.:*

Dr. Perkins extremely antagonistic. Refuses to confer with me. I received Bureau instructions. Outfit of station still incomplete. At present location and under present management station a source of danger. Therefore, until its removal I recommend all vessels from infected ports be sent to Ship Island. The two days saved on quarantine there will make delay slight.

MAGRUDER, *Passed Assistant Surgeon.*

[Telegram.]

WASHINGTON, August 4, 1897.

COLLECTOR OF CUSTOMS,
Sabine Pass, Tex.:

After notification by Passed Assistant Surgeon Magruder that he has begun inspection of vessels in accordance with orders, you will admit to entry no vessels from foreign ports, without his pratique, until further orders.

O. L. SPAULDING,
Assistant Secretary.

[Telegram.]

WASHINGTON, August 4, 1897.

Passed Assistant Surgeon MAGRUDER,
Sabine, Tex., via Beaumont:

Authorized employ sailboat or launch and inspect vessels at jetties and remand or treat them as recommended your letter July 31. Collector has been directed to require your pratique for vessels from foreign ports as soon as you begin inspection. Notify him when ready.

WYMAN, Surgeon-General.

[Telegram.]

SABINE PASS, TEX., August 5, 1897.

Surgeon-General WYMAN, Washington, D. C.:

As quarantine officer refuses to obey Department regulations I can not give pratique. Will be forced to send vessel to Ship Island.

MAGRUDER, Passed Assistant Surgeon.

[Telegram.]

SABINE PASS, TEX., August 6, 1897.

Surgeon-General WYMAN, Washington, D. C.:

Dr. Perkins now agrees to disinfect vessels as directed by Department.

MAGRUDER, Passed Assistant Surgeon.

[Telegram.]

SABINE PASS, TEX., August 12, 1897.

Surgeon-General WYMAN, Washington, D. C.:

Dr. Perkins refuses to permit inspecting of fumigation process; therefore I can not give pratique. Have advised bark *Allos*, from Vera Cruz, to go to Ship Island. Shall I order all vessels from infected ports there?

MAGRUDER, Passed Assistant Surgeon.

[Telegram.]

WASHINGTON, August 13, 1897.

Dr. MAGRUDER, Sabine Pass, Tex.:

Call Dr. Perkins's attention to article 11, page 31, Quarantine Regulations, which authorizes inspection at all times, under all circumstances. If he persists, order all vessels from infected ports to Ship Island. According to reports as late as August 5, received in Bureau, no yellow fever in Vera Cruz since June 29. Consult vessel's bill of health.

WYMAN, Surgeon-General.

REPORT ON SABINE PASS.

By E. POLK JOHNSON, Special Agent, Treasury Department.

OFFICE SPECIAL AGENT TREASURY DEPARTMENT,

Eagle Pass, Tex., August 16, 1897.

SIR: Referring to Department letters of the 4th and 11th instants, and inclosures, I have the honor to report that I visited Sabine Pass, Tex., in pursuance of instructions therein contained, and found that differences exist between the State health

officers at that port and Passed Assistant Surgeon Magruder, of the United States Marine-Hospital Service, who has recently assumed station there. The deputy collector has received orders from the Department not to permit entry to any vessel except on pratique from Surgeon Magruder, and obeys said orders.

I beg to state that on June 24, of the current year, I visited Sabine Pass officially, and while there two vessels, ostensibly in the State quarantine, were lying along shore, one of them discharging her stone ballast ashore at a point less than 100 feet from where a large number of men were at work constructing a ship. It occurred to me that the proceeding, if not irregular, was, at least, a questionable one. Since the arrival of Surgeon Magruder, vessels in quarantine are held for five days at a point some hundreds of yards from the beach, and if from infected or suspected ports, are fumigated before being granted pratique. Unauthorized persons are not permitted to go aboard nor, when preventable, is any person from such vessels permitted to visit the shore, but I am by no means sure that absolute obedience to this rule is enforceable under existing conditions.

I am informed by the State health officer, who strongly objects to the presence at Sabine Pass of a medical officer from the Federal service, that he will request the governor of this State to take up with the Department the question of interference by the Federal Government with the affairs of the State of Texas in the matter of coast quarantine. He will also ask for the removal to another port of Surgeon Magruder and the withdrawal of the order prohibiting entry to vessels not having pratique from him.

I respectfully represent to the Department the belief, upon my part, that such action as is sought by the health officer of this State would not tend to increase the safety of coast ports against the epidemics now prevalent in neighboring southern countries, and recommend that no change be made from the system now being enforced at Sabine Pass. Discussion of the rights of the States to regulate their own affairs may, in matters of the public health, well be relegated to the blissful period when danger from infectious diseases no longer exists. The Federal Government will scarcely hesitate in safely guarding its coast lines against sickness and death, however much its precautionary measures may conflict with sanitary regulations or the lack of them, in the States most liable to infection.

Relative to the recommendation of Capt. John Dennett, commanding the revenue cutter *Galveston*, referred to in said letters, that an acclimated customs inspector be appointed to service at Sabine Pass, I respectfully state that such an appointment seems to me a proper one, though it may be difficult to find such immune person among the eligibles on the civil-service lists, from which appointments, I understand, must now be made. An acclimated inspector already in the service and now on duty along the Louisiana or Florida coast would probably serve the purpose indicated by Captain Dennett.

In my report of June 28 last I recommended the stationing of a customs inspector at Sabine Pass, and was later directed by the Department to send to that port one of the two inspectors on duty in this district, and Inspector William Furguson was under orders for that duty at the date of his death, July 25. There is but one inspector now on my staff, and his presence is necessary at Laredo, Tex., for service in preventing the illegal importation of Chinese from Mexico. For that reason my recommendation of June 28, that an additional inspector be sent me, is respectfully renewed.

Returning from Sabine Pass, I called at Galveston to confer with Captain Dennett on the subject-matter of his and my reports, but found him absent on leave. The officer commanding informed me that the cutter would be out of service for the next month while undergoing repairs and "cleaning up." This absence of the cutter, which would otherwise make monthly or if necessary more frequent calls at Sabine Pass, renders it more than ever necessary that our inspector be on duty there.

The deputy collector at Sabine Pass, a documentary port merely, claims that his presence is necessary at his office during business hours, and that he has neither time

nor opportunity to visit vessels coming into the port, nor does he make such visits. Vessels come and go without let or hindrance, so far as smuggling is concerned. If there be no smuggling done there, then the Spanish and Mexican leopard has changed his spots and differs from his kind here and elsewhere.

If the inspector herein recommended be found to be not needed at Sabine Pass, he may be made serviceable elsewhere along the long line of coast needed to be guarded here. If one can be found who is immune from yellow fever, as suggested by Captain Dennett, it will be all the better for him and for the service.

Very respectfully,

E. POLK JOHNSON, *Special Agent.*

The SECRETARY OF THE TREASURY, *Washington, D. C.*

SABINE PASS, TEX., *August 19, 1897.*

Surgeon-General WYMAN, *Washington, D. C.:*

Local pressure on Perkins causes him to write me as follows:

"In order to relieve shipping I consent for you to disinfect bark *Alice*. I protest against your right to do so, and pronounce it trespass upon my right and a violation of quarantine law of Texas."

Dr. Perkins means to turn station over to me for inspection of this vessel. Shall I accept?

MAGRUDER, *Passed Assistant Surgeon.*

[Telegram.]

SABINE PASS, TEX., *August 21, 1897.*

Surgeon-General WYMAN, *Washington, D. C.:*

Telegram of 19th transmitted incorrectly; should read: "Dr. Perkins means to turn station over to me for disinfection of this vessel."

MAGRUDER, *Passed Assistant Surgeon.*

UNITED STATES MARINE-HOSPITAL SERVICE, DISTRICT OF THE GULF,
Sabine Pass, Tex., August 19, 1897.

SIR: I give below the full text of the letter from Dr. Perkins, which I abbreviated slightly in my telegram of this morning:

"In order to relieve the embarrassment of the shipping interest at this port I will consent for you to disinfect bark *Alice*. At the same time I protest against your right to do so, and pronounce it a trespass upon my rights and a violation of the quarantine laws and regulations of the State of Texas."

Considerable pressure has been brought to bear on Dr. Perkins by the owners of the bark *Alice*, who reside at Beaumont, and the above letter is the result. As I came to this station as an inspector solely, without authority from you to assume control of the station, I forwarded telegram asking instructions. It would also appear from the Doctor's letter that his action is unauthorized and his expressed willingness to permit a violation of the State quarantine laws is worthy of remark.

Very respectfully,

G. M. MAGRUDER,
Passed Assistant Surgeon.

Surgeon-General WYMAN,
Marine-Hospital Service, Washington, D. C.

[Telegram.]

SABINE PASS, TEX., August 22, 1897.

Surgeon-General WYMAN, Washington, D. C.:

If telegram of 19th is now clear please state if I shall assume charge of station. See my letter of 19th.

MAGRUDER, Passed Assistant Surgeon.

[Telegram.]

AUGUST 23, 1897.

Passed Assistant Surgeon MAGRUDER,

Marine-Hospital Service, Sabine Pass, Tex.:

Command of station can only be authorized by President, unless requested by State authority. Having local officer's consent you may disinfect bark *Alice* without taking permanent command.

WYMAN, Surgeon-General.

SABINE PASS, TEX., August 21, 1897.

SIR: Referring to your letter of August 18, I have the honor to state that some of my telegrams have been incorrectly transmitted, and the state of affairs is as follows:

After the receipt of a copy of my report on this station by Dr. Perkins, he became very antagonistic and refused to confer with me or receive bureau or Department instructions. I communicated this fact to you with recommendations, and in accordance with your instructions have boarded every vessel from foreign ports since August 2.

On August 6 the Doctor reconsidered his former statements and agreed to follow the regulations of the Department, and invited me to be present while vessels were being disinfected. In accordance with this supervision I supervised disinfection of bark *Ragnar*, and gave her pratique, the collector having been instructed to admit no vessel unless pratique was signed by myself.

In a few days Dr. Swearingen visited the station, and I was then informed by Dr. Perkins that he would no longer permit inspection of his process of disinfection.

Since this time matters have been at a standstill. No vessel has been disinfected, though two are now waiting at the quarantine anchorage, hoping the difficulty will be settled in a short time, and they prefer taking chances of a settlement to the extra delay necessitated by a voyage to Ship Island. One of the vessels (bark *Alice*) is owned in Beaumont, 30 miles from Sabine, and the owners have brought considerable pressure to bear on Dr. Perkins, which has resulted in his offering the station to me for the disinfection of both vessels now in port, although he states that such action is illegal and a violation of the quarantine laws and regulations of Texas.

As I was sent here as inspector and not to assume charge of the station, and surely not to receive it from an officer who stated that he had no authority to transfer it to me, I requested instructions from you by wire.

As his offer of the station would only temporarily relieve matters, it would probably bring about an earlier solution of the difficulty if his offer were declined, as the owners of the *Alice*, being influential men, will bring pressure to bear on the governor and will probably cause the quarantine officer here to resign or obey the Treasury regulations.

The collector is still under orders from the Secretary of the Treasury to admit no vessel to entry except upon pratique signed by myself, and I will continue to board all vessels till further instructions.

Very respectfully,

G. M. MAGRUDER,
Passed Assistant Surgeon.SURGEON-GENERAL MARINE-HOSPITAL SERVICE,
Washington, D. C.

MARINE-HOSPITAL SERVICE.

TREASURY DEPARTMENT,
OFFICE SUPERVISING SURGEON-GENERAL M. H. S.,
Washington, D. C., August 24, 1897.

SIR: I have to request that you will inform this Bureau on the following points:

- (1) Are you making your inspections of vessels at the State quarantine station or below said station, at or near the jetties?
- (2) Is the State quarantine station now fully equipped for quarantine work, as required by the Treasury Regulations?
- (3) Does the local quarantine officer inspect and disinfect vessels after you have passed them, thus complying with State laws or Regulations requiring his inspection or disinfection?
- (4) What progress had been made in the construction of a new wharf lower down for the unloading of ballast of vessels from infected ports?
- (5) Has work on the new quarantine station, lower down (permission for the erection of which has been obtained from the War Department), been inaugurated? If so, when is it believed the removal from its present site will take place, and is the new site at a safe distance from the shipping at Kountzville or other inhabited place?
- (6) Where is the life-saving station located; and is it at a safe distance from the proposed new quarantine station?

The above information is desired by the Bureau in order that the exact situation at the present time may be fully understood.

By direction of the Supervising Surgeon-General Marine-Hospital Service.

Respectfully, yours,

PRESTON H. BAILHACHR,
Surgeon, M. H. S.

Passed Assistant Surgeon MAGRUDER,
Marine-Hospital Service, Sabine Pass, Tex.

MARINE-HOSPITAL SERVICE, DISTRICT OF THE GULF,
Sabine Pass, Tex., August 27, 1897.

SIR: I have the honor to acknowledge receipt of your letter (no initials) of August 24, and to reply to the questions therein propounded as follows:

- (1) I board and inspect incoming vessels near head of jetty, about 1 mile or a mile and a half below State quarantine station.
- (2) The station now has the necessary equipment for disinfection of vessels, as required by Treasury Regulations, although some of the apparatus is not in very good order.
- (3) The State health officer does not seem to have very well defined rules as to the course he will pursue. The bark *Ragnar*, from Rio, was disinfected by him under my supervision. The bark *Alice*, from Vera Cruz, and ship *Allida*, from Rio (all of the above with foul bills of health), were disinfected by me, in accordance with your permission, and are now undergoing quarantine detention. The State quarantine officer boarded these last two vessels when they arrived, but was not present during disinfection, and has not boarded them since, and they will enter at the custom-house as soon as I give them pratique.

The steamer *Nanette*, from Liverpool, via Port Eads, was boarded by us both almost simultaneously, and was given pratique by me and permitted to enter at once. The sloop *Ceres*, from Santos, with clean bill of health, was boarded by me. I met the doctor a short time after I had boarded this last vessel, told him she was from a clean port, with no sickness on board, and under the Treasury Regulations was not subject to quarantine, and that I was prepared to give her pratique whenever he so

desired. He seemed a little in doubt as to the course he would pursue, but sent me the following note after an hour or two:

AUGUST 26.

In order to relieve the shipping at this port, I consented under protest for you to disinfect vessels at the State quarantine station. As long as you have the right to give vessels free pratique and I have not, you will have to do the disinfecting. I will not do it until I can discharge all the duties of a quarantine officer.

A. N. PERKINS, S. Q. O.

I replied as follows:

AUGUST 26, 1897.

Dr. A. N. PERKINS:

From your note I fear I did not make myself clear in our conversation of this afternoon. The idea I intended to convey was that the bark *Ceres*, hailing, as she does, from a clean port, is not required by the Treasury Regulations to undergo disinfection. She is, therefore, subject to your orders, and will be permitted to enter at the custom-house as soon as you indicate that you do not desire to detain her.

G. M. MAGRUDER.

Dr. Perkins replied as follows:

AUGUST 27.

Dr. G. M. MAGRUDER, etc.:

I understand you, but as I am not willing to perform part of my duties as a quarantine officer, and call upon you to perform part, I will have nothing to do with the vessel. In other words, as my certificate will not entitle a vessel to enter the custom-house, I decline to put the vessel in condition to receive the certificate. You alone are authorized to give the certificate. You should, therefore, prepare the vessel for receiving it.

A. N. PERKINS, etc.

I met the doctor a short time after this letter was received, and finally succeeded in making him understand my position, and he then said that his quarantine attendants might disinfect her as required by State regulations, but he would have nothing to do with it. As may be inferred from the above, it is impossible to guess which course he will pursue when future vessels arrive.

(4) The new ballast wharf will probably be completed in a few days (probably four or five). Work has been greatly delayed by inability of contractor to secure the necessary piles.

(5) Work on the new quarantine station has not yet been begun. Bids for the new station were opened August 6 and the contract awarded, the work to be done in three months. My information as to time may not be accurate, as the contract was awarded in Austin, and very little seems to be known about the matter here.

The site of the new station is the same I suggested to you in my letter of July 24, and is 1½ miles below present site, below which the new town will probably not extend. No other buildings are near it.

(6) The life-saving station is located about one-half mile north of present quarantine, but I am informed a new station is soon to be built, and will be located on the west jetty, about 1½ miles from its junction with the shore. (See chart.)

Very respectfully,

G. M. MAGRUDER,
Passed Assistant Surgeon.

SURGEON-GENERAL MARINE-HOSPITAL SERVICE,
Washington, D. C.

[Telegram.]

WASHINGTON, D. C., August 30, 1897.

Passed Assistant Surgeon MAGRUDER,
Marine-Hospital Service, Sabine Pass, Tex.

As collector requires your certificate for entry of vessels, if you can give it on Dr. Perkins's disinfection it is desirable you should do so. If you can not, and Dr. Per-

kins has turned over station to you to disinfect, you should disinfect in order to expedite vessels' entry, even though the station is turned over under protest.

The Bureau is not prompted by a desire to take possession of the quarantine, but to secure safety at Sabine Pass and expedite commerce.

WYMAN, *Surgeon-General.*

SABINE PASS, TEX., *September 8, 1897.*

Surgeon-General WYMAN, *Washington, D. C.*

Perkins now consents to my inspection of his process of disinfection.

MAGRUDER, *Passed Assistant Surgeon.*

MARINE-HOSPITAL SERVICE, DISTRICT OF THE GULF,

Sabine Pass, Tex., September 9, 1897.

SIR: Confirming telegram of yesterday, I have the honor to report that Dr. Perkins now consents to my inspection of his process of disinfection. Whether he will continue for any length of time in this I am unable to say, though I am of opinion that the governor has taken action in the matter. There have been no arrivals from infected ports for several weeks, though vessels are shortly expected from the West Indies, Rio, and Vera Cruz. From those two last ports, however, vessels will probably no longer need to be disinfected.

Very respectfully,

G. M. MAGRUDER,
Passed Assistant Surgeon.

SURGEON-GENERAL, *Washington, D. C.*

From this time on the quarantine work was carried on at Sabine Pass under the foregoing arrangement with safety, until, there being a need of Dr. Magruder's services elsewhere, Passed Assistant Surgeon Bratton was ordered to relieve him. Dr. Bratton had been on duty but a day or two when he met with a fatal accident, October 1, falling down the hold of a vessel, from which he died the succeeding day, as narrated in a previous portion of this report.

SUPPLEMENTAL—CORRESPONDENCE WITH THE STATE HEALTH OFFICER REGARDING SABINE PASS.

Immediately at the beginning of the foregoing controversy the Bureau communicated directly with the State health officer calling his attention to the dangerous location and deficiencies of administration. The duty devolving upon the Bureau in this matter was by no means a pleasant one, and effort was made successfully to have the correspondence with the State health officer conducted in a spirit of amity. It is due to the State health officer to state that he believed the law under which the Bureau was acting to be unconstitutional, but that he placed no obstacle in the way of the measures instituted by the Bureau in the emergency in the interest of public safety.

Following is the correspondence with him:

[Telegram.]

WASHINGTON, *July 19, 1897.*

Dr. SWEARINGEN,

State Health Officer, Austin, Tex.:

Dr. Magruder reports location Sabine Pass station dangerous in the extreme. Fifty men working on wharf 30 yards from station; vessels from infected port Vera

Cruz, Mexico, arriving. Can you place inspector lower down? If not this Service will. Suggest Texas Bayou for inspection station. Immediate action necessary. Please wire.

WYMAN, *Surgeon-General.*

[Telegram.]

AUSTIN, TEX., *July 19, 1897.*

Surg. Gen. WALTER WYMAN, *Washington, D. C.:*

I intend to move Sabine station 2 miles south of present site as soon as permission is given by the Government. The danger has been exaggerated. When infected vessels are there, complete isolation is enforced.

R. M. SWEARINGEN, S. H. O.

TREASURY DEPARTMENT,
OFFICE SUPERVISING SURGEON-GENERAL M. H. S.,
Washington, D. C., July 22, 1897.

SIR: The inclosed extracts from the inspection reports of Sabine Pass quarantine, made by P. A. Surg. G. M. Magruder, Marine-Hospital Service, and Capt. John Dennett, of the Revenue-Cutter Service, are herewith furnished for your information, and such comment as may seem to be necessary.

Respectfully, yours,

WALTER WYMAN,
Supervising Surgeon-General M. H. S.

Dr. R. M. SWEARINGEN,
State Health Officer, Austin, Tex.

(See above under dates of June 20 and July 13, 1897.)

[Telegram.]

AUSTIN, TEX., *July 22, 1897.*

Surg. Gen. WALTER WYMAN:

We must get permission of War Department to build on any ship channel.

R. M. SWEARINGEN.

[Telegram.]

WASHINGTON, *July 23, 1897.*

Dr. SWEARINGEN,
State Health Officer, Austin, Tex.:

Am officially informed no Government permission required to locate quarantine station lower down on either bank if obstruction to navigation not involved. Copies of letters mailed you yesterday show actual danger of present location at this moment.

WYMAN, *Surgeon-General.*

[Telegram.]

WASHINGTON, *July 24, 1897.*

Dr. SWEARINGEN,
State Health Officer, Austin, Tex.:

Secretary War has just approved your selection for quarantine station Sabine Pass, and telegraphed Major Quinn, New Orleans.

WYMAN, *Surgeon-General.*

QUARANTINE DEPARTMENT OF TEXAS,
Austin, Tex., August 12, 1897.

DEAR SIR: I have the honor to acknowledge the receipt of your communication of the 9th instant, relating to the assumption of control by the Marine-Hospital Service of the function of quarantine at Sabine Pass. I would respectfully submit that the quarantine act of February, 1893, authorizes such assumption only in case of failure or refusal of the State authorities to enforce the rules and regulations promulgated by the Secretary of the Treasury, and I respectfully beg to assure you that at no time have I nor any of the officers of this department ever failed, refused, or neglected to enforce such rules where it has been necessary or required of us to do so. Dr. Perkins declining to permit Dr. Magruder to exercise a supervision over him, or to obey his verbal orders, can not, by any interpretation, be construed to mean that he refused to enforce the rules and regulations promulgated by the Secretary of the Treasury. Granting, however, that you, acting on Dr. Magruder's report of the circumstance, understood it to mean such refusal, it would have been more satisfactory, and more in accord with the courtesy that has heretofore characterized the official relations of the Marine-Hospital Service and this department, if you had so written me and given me the opportunity to correct the misapprehension. As chief health officer of Texas I am responsible to the people for the safeguarding of the public health, and it is not only my duty but has always been my pleasure to avail myself of everything that might contribute to that end. I have, therefore, been careful to see that no rule or regulation promulgated by the Secretary of the Treasury has been neglected. I trust, for the sake of harmony as well as for the best interests of the Service, that you may see this matter in its true light and hasten to recall Dr. Magruder. His presence there under the circumstances can not but prove a source of friction, being, as I have pointed out, unauthorized by any reasonable construction of the act referred to, and altogether unnecessary.

I have just returned from Sabine Pass, where I spent twenty-four hours. The initiative has been taken for the construction of a new station about 2 miles below the present site, and the work will be pushed to a speedy conclusion.

I expect to attend the meeting of the conference of State boards of health at Nashville on the 18th instant, and to read a paper which I have prepared. It is on the relation of Federal to State quarantine, and I would be much gratified if you can make it convenient to be present.

Very truly, yours,

R. M. SWEARINGEN,
State Health Officer.

DR. WALTER WYMAN,
Supervising Surgeon-General Marine-Hospital Service, Washington, D. C.

TREASURY DEPARTMENT,
OFFICE SUPERVISING SURGEON-GENERAL M. H. S.,
Washington, D. C., August 9, 1897.

DEAR DOCTOR: I have to acknowledge receipt of your letter of July 29, 1897, relating to Passed Assistant Surgeon Magruder's presence at Sabine Pass, and the latter's report upon the quarantine there.

In reply, I have to state that reports were received by the bureau regarding quarantine procedures at Sabine Pass independent of Dr. Magruder's report, and to the effect that there was much local concern. The reports of Dr. Magruder and of Captain Dennett, Revenue Cutter Service, extracts from which were mailed you on July 22, clearly demonstrate the dangers incident to the quarantine. Conditions similar to these, permitting communication between the quarantine and the city, were the cause of the last epidemic of yellow fever in this country, namely, at Brunswick, Ga., in 1893. Under these circumstances, it is deemed necessary to retain Dr.

Magruder temporarily at the Sabine Pass quarantine to see that the regulations of the Treasury Department, which have not been complied with, are enforced.

Respectfully yours,

WALTER WYMAN,
Supervising Surgeon-General M. H. S.

Dr. R. M. SWEARINGEN,
State Health Officer, Austin, Tex.

On August 3, Passed Assistant Surgeon Magruder reported that bids for the erection of a new station had been advertised for by the State authorities. Dr. Magruder was relieved September 28 by P. A. Surg. W. D. Bratton. After the death of the latter by accident on October 2, on account of the lateness of the season and improvements of conditions at Sabine Pass, and because of the urgent demand for officers elsewhere in the South for service in the prevailing epidemic of yellow fever, no further action was taken.

Appendix M: Erection of Sabine Bank Lighthouse “Sabine Bank Light Station, Tex.” in: Professional Memoirs Vol. II, No. 5:1–16, January–March 1910

1771-31079

PROFESSIONAL MEMOIRS

CORPS OF ENGINEERS, UNITED STATES ARMY
AND
ENGINEER DEPARTMENT AT LARGE



VOLUME II
Numbers 5 to 8
1910

WASHINGTON BARRACKS, D. C.
PRESS OF THE U. S. GOVERNMENT

PROFESSIONAL MEMOIRS

Corps of Engineers, United States Army, and Engineer Department at Large

Published Quarterly at the Engineer School, Washington Barracks, D. C., by the School Board. NOTE: Authors alone are responsible for statements made and opinions expressed in their respective articles.

VOL. II. JANUARY-MARCH, 1910.

No. 5.

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Entry as Second Class matter, under the act of March 3, 1879, applied for at the post office at Washington, D. C. Subscriptions, \$4.00 per year in advance, single copies, \$1.00. Advertising rates on application. Address all communications to PROFESSIONAL MEMOIRS, Washington Barracks, D. C.

SABINE BANK LIGHT STATION, TEX.*

BY

T. P. BROWN
*Superintendent, Light-House
Establishment*

The site of this light-house is about 15 miles off-shore in the Gulf of Mexico, in about 16 feet of water at low tide, or 18 feet at high tide.

As officially described in the List of Lights and Fog Signals, it is "In 18 feet of water, on Sabine Bank, Gulf of Mexico, La., about 16 miles SSE. $\frac{5}{8}$ E. from Sabine Pass light-house," in latitude $29^{\circ} 28'$ ($15''$); longitude $93^{\circ} 44'$ ($7''$).

An examination of the chart will show that it is in one of the most exposed situations of the Gulf of Mexico. The southerly winds, which are the prevailing ones during the summer season, blowing over a long stretch of sea, cause an almost continual swell on the shoal that increased the difficulty of the work materially.

The winds from a southeasterly direction, which are the most frequent during the spring and summer, blow up through the Straits of Yucatan, the distance from the coast of South America in this direction being about 1,500 miles.

The nearest point at which the railroad can be reached is Sabine, Tex. From this point a branch road runs to Beaumont, Tex., connecting there with the main line of the Southern Pacific Railroad.

The first appropriation of \$40,000, authorizing the commencement of the work, was dated June 6, 1900. At intervals afterwards \$62,000 additional was appropriated, making the total of \$102,000.

A delay of nearly a year in completion was caused by having to wait for the last amount of \$12,000 needed for completion.

Borings made at the site to a depth beyond that to which the foundation would extend showed clear sand with a very slight admixture of foreign matter.

It was decided to ask bids on two kinds of structure, one a cylindrical iron tower on a caisson foundation, and the other

*The work of construction was done under the direction of Maj. W. E. Craighill, Corps of Engineers, by Messrs. Brown and Thompson, Superintendents.

a skeleton steel structure on screw piles. Bids were asked separately for the manufacture of the metal work and for the erection of the tower. The lowest bids for the cylindrical structure on a caisson foundation were as follows:

Metal work delivered at Sabine, Tex.	\$33,980.00
Erection, including furnishing all other materials except the lens apparatus	37,115.00
Total	\$71,095.00

For the skeleton tower:

Metal work as before	\$50,845.44
Erection, etc.	26,160.00
Total	\$77,005.44

It was decided to adopt the cylindrical tower on the caisson foundation.

The contract for furnishing the metal work was approved by the Secretary of the Treasury on March 10, 1903.

When, however, an effort was made to enter into contract with W. R. Taylor, of Norfolk, Va., the lowest bidder for the erection, he failed to make any response, and this part of the work was re-advertised.

This second advertisement was dated May 20, 1903, for proposals to be opened on June 26, 1903. As no bids were then received it became necessary to do the work by hired labor. Authority for this was given by the Light-House Board on July 11, 1903.

The structure is a circular cast iron tower filled with concrete up to 15.5 feet above the water level, except for the space left for cisterns. In the superstructure, which is lined with brick, there are the living rooms for the keepers, surmounted by the watch room and the lantern. The total height from the cutting edge to the top of the lantern is 121 feet. The focal plane is 72 feet above mean high water. In the cellar there are two air compressors operated by direct connected oil engines, supplying air for the fog signal, which consists of a Crosby automatic signal and a Daboll trumpet.

The lens apparatus is of the third order, five-panel, 360° illumination.

The caisson was built up of cast iron plates, and had the usual working chamber with circular steel shaft in the center for the air lock.

Copies of the record of the wind movement for ten years at Galveston, Tex., the nearest station of the Weather Bureau, were fur-



Fig. 1. Sabine Bank Light.

nished by that Bureau through the Light-House Board, and proved of invaluable assistance in determining the best season of the year for sinking the caisson.

The autumn months were not to be thought of because of the liability to hurricanes after about the 1st of September, and the winter months and March were also known to be too liable to gales.

A curve was plotted showing the mean daily wind movement for ten years, over the period from April 1 to August 31. The direction and force of the maximum wind for each day during the same period were also indicated.

An examination of the curve of wind movements indicated the time from June 10 to the 21st of July as being the most favorable period, except that about the 27th of June a considerable wind velocity might be expected.

It was accordingly determined to use this time, and to arrange the plant so as to be able to finish sinking the caisson within one month's time, so as to allow some margin for delays in completion before the hurricane season.

Two general plans of operation were considered: first, to keep all of the material and plant afloat, except such of the machinery as could be placed on the caisson structure; second, to build a temporary platform to moor the caisson to, and to receive the plant and material. The second plan was adopted, and this fact I regard as contributing, more than any other one thing, to our success with the foundation.

The platform was a wooden pile structure (see Fig. 3), shaped so as to partially encircle the caisson when it was hauled into place. It was commenced on April 18, and completed on June 10, 1904.

The caisson was built at Sabine, about 16 miles from the site on Sabine Bank. It was commenced on February 10, and completed to top of third course of plates and launched on April 19, 1904. Two more courses of plates were then put on and 130 cubic yards of concrete laid over the working chamber, so as to cause the caisson to draw 16 feet, the maximum depth of water the channel would safely allow. It was ready for towing to the site on June 14, 1904.

The place of the air lock was on top of the air shaft, where it was finally secured after the caisson had been sunk to the bottom at the site. A water-tight false bottom of wood was built under the caisson, with edges projecting all around, to give it more flotation at the time of launching. After the caisson was afloat the false bottom was loaded with sand and then knocked off by tapping its

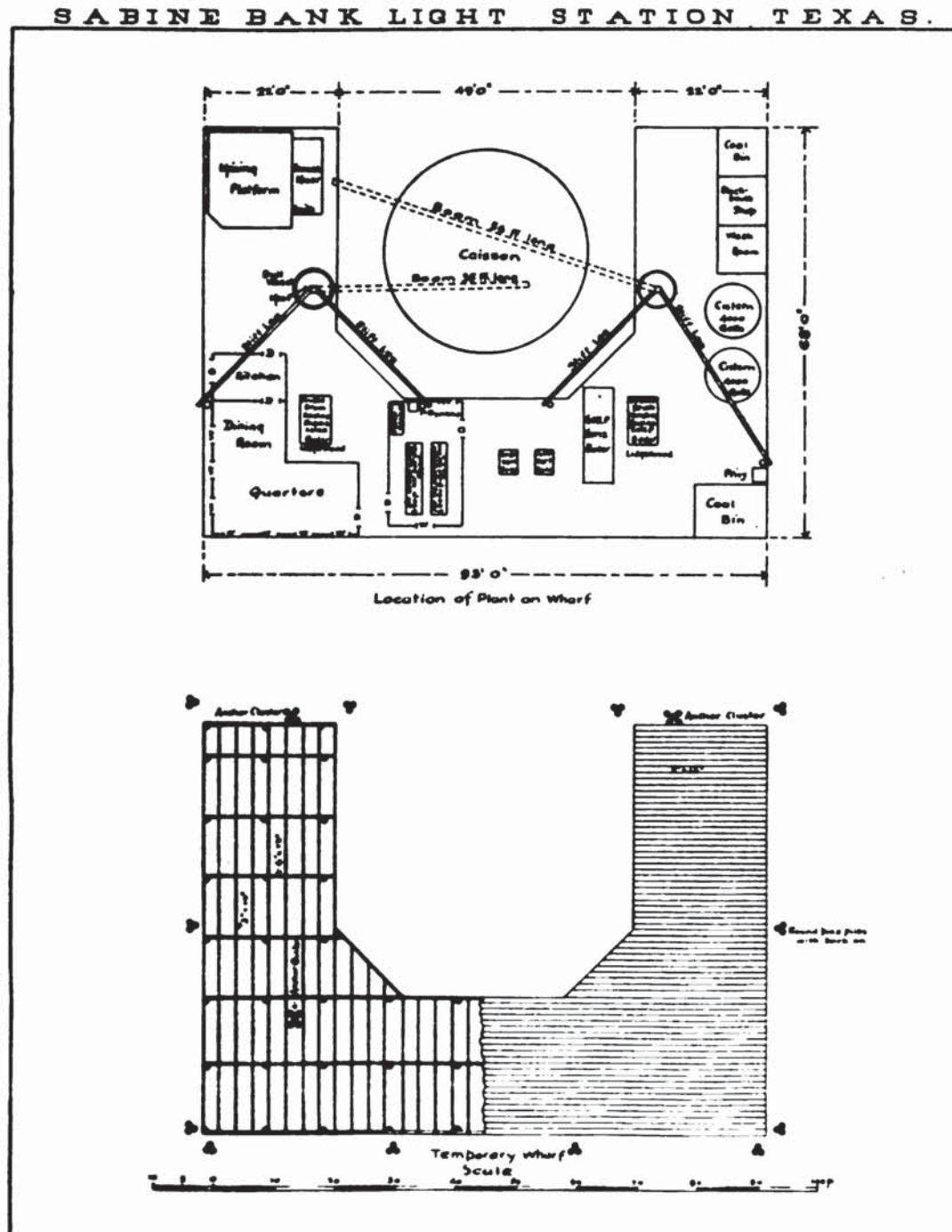


Fig. 3. Temporary working platform.

edge with a stick of timber in the pile driver. Inside the caisson a wooden cofferdam was constructed, arranged so as to leave a space between it and the walls of the caisson. The object of this was to permit water to be admitted into the inside of the cofferdam to sink the caisson, and yet leave the outer ring dry for placing concrete to weight the caisson down permanently on the bottom.

Radial partitions were also built in the cofferdam so as to prevent too much oscillation of the water before the caisson was on the bottom.

About 7.45 p. m., June 11, the caisson broke its moorings in a

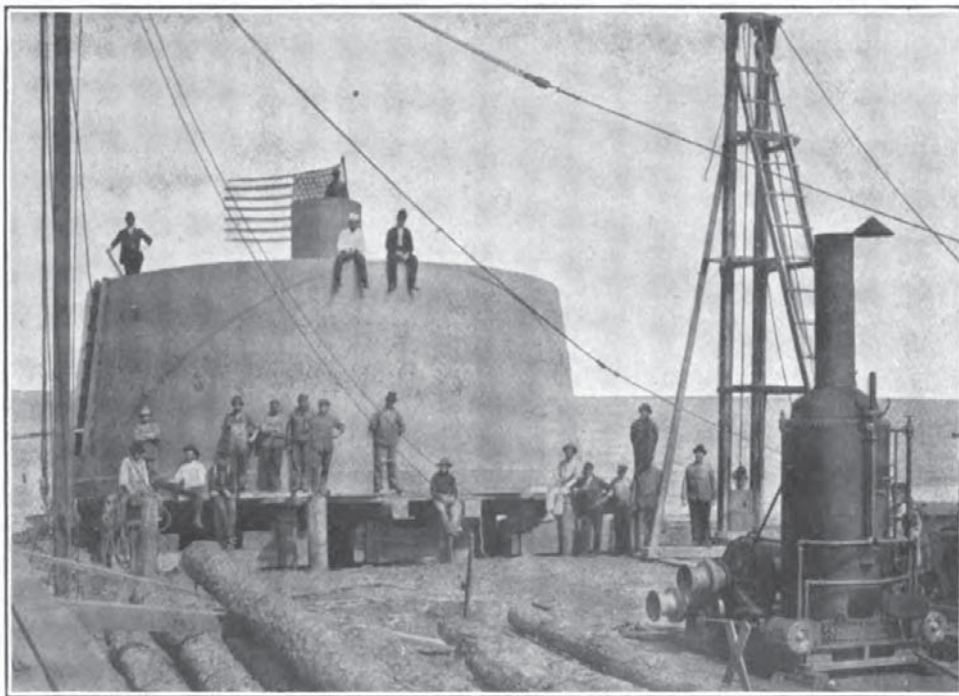


Fig. 4. Caisson.

gale, and drifted down the channel as far as the Quarantine Station, where it was grounded and made fast with lines to the piles of the station. The chartered tug *Dorothy* and the light-house tender *Arbutus* almost immediately went to its rescue, and together towed it back to its moorings at the Southern Pacific wharf, arriving there about a half hour after midnight.

On June 20, everything was ready for towing the caisson to its place, but on account of the weather it was necessary to wait until June 22; and at 9.20 p. m. of that day the start was made. The evening was selected as the time for the start, so as to bring us to

SABINE BANK LIGHT STATION, TEXAS.

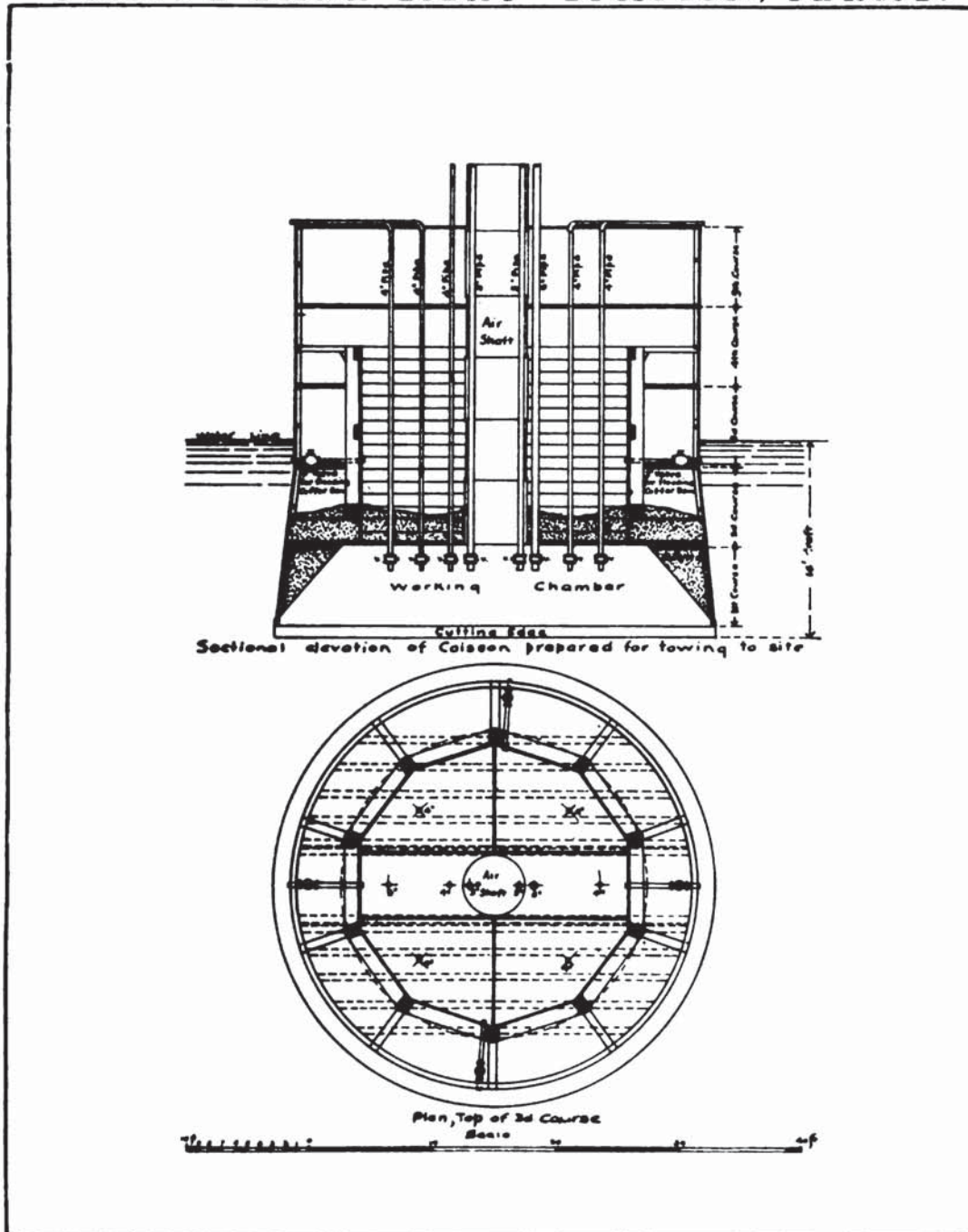


Fig. 5. Details of caisson.

the site in the morning and allow all of daylight to make the caisson secure.

The tender *Arbutus* made fast with two hawsers to the caisson with the tug *Della* in front of her. The speed was necessarily so slow that the *Arbutus* would not steer, rendering the aid of the tug necessary. The caisson touched bottom once in the channel, due to the inattention of the tug captain. The tow arrived at the site at 8 o'clock in the morning of the 23d. During the night a breeze sprung up, making some sea, which caused the caisson to roll and pitch considerably. This sea was still running when we arrived at the site, but I decided, in spite of it, to put the caisson in place and sink it to the bottom with the water ballast. Straps had been put around the caisson, and four tackles arranged under the wharf so that it could be hauled into place and secured to four independent anchor clusters, so as not to touch the wharf or roll against it. The tackles used were each made up of 4-inch rope and two double 16-inch blocks. This was accomplished at 11.15 a. m. without accident, in spite of the sea. The valves were immediately opened so as to let the water enter and fill the interior of the cofferdam. In an hour and a half the caisson had sunk to the bottom, and on account of its motion in the sea had worked itself down into the sand until the roof of the working chamber was resting on the bottom. There it stopped almost perfectly level. During this interval, at times, its motions were very violent.

The 3-inch flooding valves proved to be too small, and they were supplemented by the 4-inch pump provided to supply water to the plant.

As soon as possible about 200 tons of rock, which had been made ready in advance on a lighter, were placed around the caisson.

The bottom was carefully watched during the early part of the work, and subsequently at intervals, but no changes in depths have been detected.

After the air-lock was bolted in place and the pressure turned on the working chamber, the process of sinking went forward without serious delay until 10 a. m. on July 24, almost exactly a month after the caisson arrived on the site; the air was turned off and the caisson men started for New York, where they had been hired. They were under the charge of Mr. F. C. Arthur, Superintendent in the Light-House Establishment, who had had much experience in this class of work in Chesapeake Bay. He had sixteen men, and the

SABINE BANK LIGHT STATION, TEXAS.

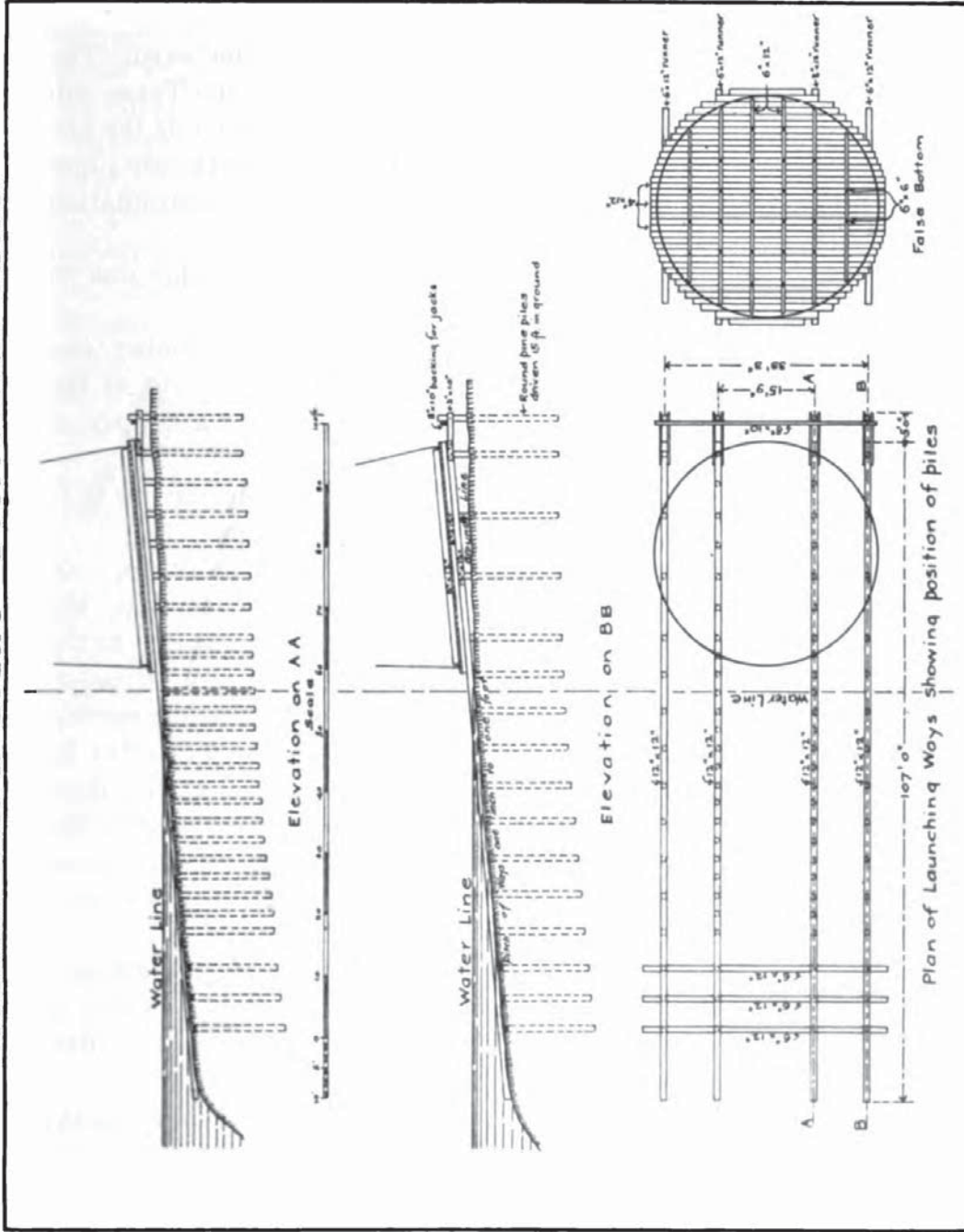


Fig. 6. Launching ways for caisson.

total cost of their services, including superintendence and transportation to and from New York, was \$4,199.18.

The sand was blown out through two 4-inch pipes. The concrete for filling the working chamber was passed through a special air-lock provided for the purpose. Its capacity was 1 cubic yard. The men suffered a good deal from the heat, the heat of the Texas sun in July adding materially to that due to the compression of the air. The conditions were improved somewhat by boxing in the air pipes between the compressors and the air-lock, and keeping a circulation of water around them.

The prescribed depth was reached when the cutting edge was 39 feet below the surface of the water.

The work of filling the space above the working chamber was carried on without serious interruptions, except on account of the weather. Some difficulty was experienced in keeping a supply of material for concrete, and coal and water on the wharf.

The cost of the water alone, without including transporting it to the light-house from Sabine or Galveston, was \$807.28.

On August 23 work had to be suspended for lack of funds. An additional \$12,000 was estimated to be needed to complete the structure. A considerable part of the extra expense was due to the delay of a year which must be expected before a new appropriation would be available. In this time the platform would almost certainly be carried away on account of the piles being weakened by the teredo. The rest of the extra expense was on account of a decision of the Comptroller, forbidding the transfer of the plant to the account of Repairs to Light-Houses. It had been all purchased new and made rather more elaborate than might otherwise have been done, with this end in view.

During the following winter the \$12,000 asked for was granted by Congress, but it was not made immediately available, so that it could not be used until July 1, 1905. In the meantime the platform disappeared in a gale, carrying with it one derrick.

During the period of suspension it was necessary to show a light on the structure. At first an ordinary lens lantern was used, a watchman being employed to stay on the incompleting tower. This proved unsatisfactory, as the man nearly lost his life by his boat capsizing in attempting to go ashore after supplies. Finally, an acetylene gas machine, designed to burn ninety days, was borrowed from the Seventh District and installed on the tower. This was attended by the keeper of Sabine Pass light station. He made occa-

SABINE BANK LIGHT STATION. TEXAS.

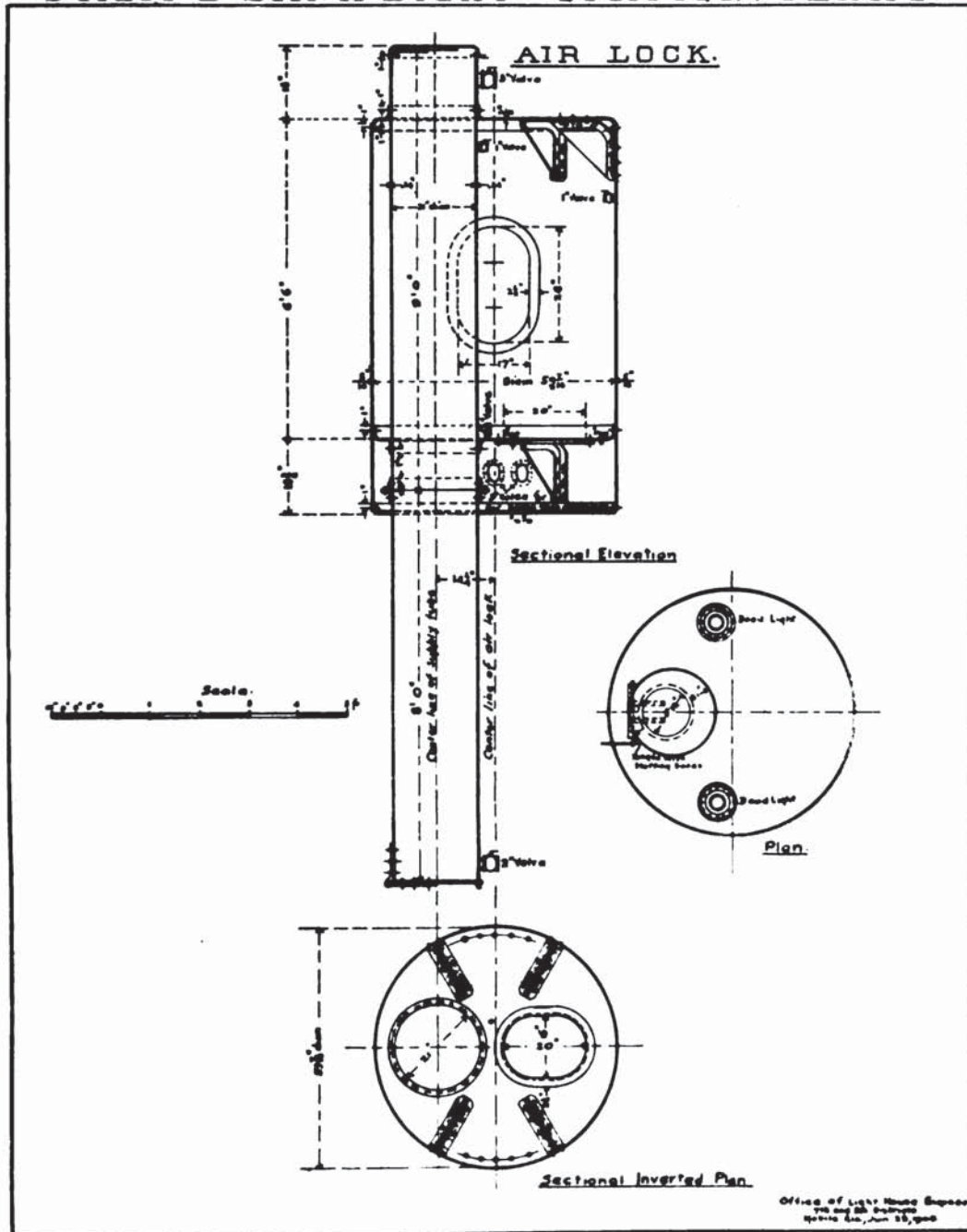


Fig. 7. Details of air lock.

sional visits, hiring a tug for the purpose. This arrangement satisfactorily solved the problem.

On the 15th of July, 1905, work was resumed and was carried on continuously until completion, about the 1st of March, 1906.

About 240 tons of additional rock were placed about the tower, making 480 tons in all.

The structure has shown no signs of settlement since the air pressure was taken off the working chamber. As near as can be determined it is perfectly plumb. A good proof of this was the fact that the ground surface of the iron table bearing the lens when fitted to its place was found to be so perfectly level as to require no adjustment to receive the lens.

The light was first shown on the 15th of March.

The plans did not provide for a wire screen around the lantern; on the first night two large mallard ducks flew against the glass of the lantern and broke two panes; some of the flying fragments damaged the lens slightly. An idea of the velocity of flight of the ducks can be formed when it is known that the glass broken was the best quality of plate glass one-fourth inch thick.

STATISTICAL INFORMATION.

1. Dates and amounts of appropriations:

June 6, 1900	\$40,000.00
March 3, 1901	40,000.00
April 28, 1904	10,000.00
March 3, 1905	12,000.00
Total	\$102,000.00

2. Date of both advertisements and abstract of bids:

First advertisement, November 24, 1902, asking bids for metal work and erection of "caisson" and "screw-pile" structures.

Following is the abstract of bids under above advertisement, opened January 8, 1903, by Lieut. Col. A. N. Damrell:

No.	Name and address of bidders.	Caisson structure.	
		Metal work.	Erection.
1	Russel Wheel & Foundry Co., Detroit, Mich.* ..	\$33,980.00	-----
2	Jno. P. McGuire, Cleveland, Ohio	42,000.00	-----
3	Atlanta Machine Works, Atlanta, Ga.	36,526.00	-----
4	W. R. Taylor, Norfolk, Va.†	-----	\$37,115.00
5	Allentown Rolling Mills, Allentown, Pa.	38,900.00	-----
6	Richmond Iron Works, Richmond, Va.	37,800.00	-----

* Lowest bid for metal work for caisson form structure.

† Sole bid for erection of caisson form of structure.

No.	Name and address of bidders.	Screw-pile structure.	
		Metal work.	Erection.
1	Jno. P. McGuire, Cleveland, Ohio	\$51,900.00
2	Atlanta Machine Works, Atlanta, Ga. *	50,845.44
3	W. R. Taylor, Norfolk, Va. †	\$26,160.00
4	Allentown Rolling Mills, Allentown, Pa.	56,975.00

* Lowest bid for metal work screw-pile structure.

† Sole bid for erection screw-pile structure.

Second advertisement, May 20, 1903, asking bids for erection of caisson structure. Bids were to have been opened June 26, 1903, by Maj. W. E. Craighill, but no bids were received.

3. Date of approval of contract for metal work:

Contract for metal work approved March 10, 1903. Metal work delivered in October, November, and December, 1903.

Contract for erection authorized by Board on February 2, 1903. W. R. Taylor failed to enter into contract.

4. Date of Board's authorization of day labor erection:

Board authorized erection of caisson structure on July 11, 1903, by day labor.

5. Weight of iron work, caisson, tower, and lantern complete, not including concrete: 695,394 pounds, approximately.

6. Plant purchased and cost of same:

Blocks	\$162.00
Trucks	20.00
Kitson lights	448.12
Concrete mixer	856.64
Hoisting engines (2)	2,231.53
Derrick irons	589.00
Hydraulic jacks (2)	210.00
Generating set	426.00
Tools	316.46
Concrete tubs (4)	156.00
Boiler, 1 horizontal	413.00
Boilers, 2 vertical	352.00
Pump, 1 Deane	231.52
Pump, 1 centrifugal	470.00
Air compressors (2)	2,310.00
Miscellaneous	1,265.63
Total	\$10,457.90

7. For statistics from Weather Bureau, see Fig. 2.

8. Date of commencement and completion of platform:

Drove first pile for platform at site on April 18, 1904; platform completed on June 10, 1904.

9. Date of commencement and completion of caisson, amount of concrete in caisson, and draft of same when towed out:

Work of erection of caisson on launching ways commenced on February 10, 1904; caisson completed to top of third course and launched April 19, 1904; completed to top of fifth course and cofferdam completed, ready for towing out, on June 14, 1904. Caisson contained 130 cubic yards of concrete and had a draft of 16 feet when towed out.

10. Date of towing out caisson:

Caisson left Southern Pacific wharf in tow of tender *Arbutus* and tug *Della* at 9.20 p. m., June 22, 1904, arriving at site on Sabine Bank at 8 a. m., June 23, 1904. It was in proper position for sinking at 11.15 a. m., and securely sunk until roof of working chamber rested on bottom by 12.45 p. m.

11. Date of final cutting off of air; number of caisson men employed and cost of caisson work:

Air was finally cut off at 10 a. m., July 24, 1904.

The number of caisson men employed was seventeen, including Mr. F. C. Arthur, Superintendent, and the total cost for their services in sinking caisson to final depth, including salary and transportation to and from New York, was \$4,199.18.

12. Dates of suspension and resumption of work:

Work was suspended on August 23, 1904, and resumed on July 15, 1905.

13. Total concrete in caisson: 1,534 cubic yards, approximately.

14. Total red bricks and cost: 11,500 red pressed bricks; cost, \$327.50.

15. Total enameled bricks and cost: 12,683 enameled bricks; cost, \$1,453.08.

16. Date of completion:

Station completed and third order light first shown on March 15, 1906.

17. Cost in detail:

Photolithographing, printing, and advertising	\$694.04
Metal work as per contract	33,306.71
Plant	10,457.90
Rent of grounds and buildings	920.00
Bricks	2,140.68
Cement	4,845.00
Sand and rock	1,550.00
Air lock	1,000.00
Lumber and piles	2,447.52
Hire of barges and tugs	6,595.66
Coal and water	2,837.83
Hardware, fittings, etc.	2,018.06
Miscellaneous material used in connection with work	6,357.78
Crosby signal and Daboll trumpet	463.00
Third order lens and supplies	2,681.92
Labor and subsistence	21,960.87
Balance on hand to pay for rock and other liabilities incurred	1,723.03
Total	\$102,000.00

18. Number of vessels employed, dates, etc.:

Barge *Catherine*.—April 2-6, 1904, \$28.00.

Tug *Dorothy*.—April 26-30, 1904, \$250.00; May 1-31, 1904, \$1,500.00, and June 1-25, 1904, \$1,250.00.

Barge *Spindletop*.—April 18-19, 1904, \$16.00.

Barge *Eugenia*.—April 5-30, 1904, \$390.00; May 1-31, 1904, \$466.00; June 1-30, 1904, \$466.00, and July 1-15, 1904, \$253.00.

Tug *Della*.—June 21-23, 1904, \$90.00; December 7, 1904, \$40.00; March 20, 1905, \$40.00; May 8, 1905, \$40.00.

Barge *Calcasieu*.—June 13-August 20, 1904, \$1,133.33.

Barge *Trilby*.—August 20-September 26, 1905, \$333.33.

The total cost for hire of the vessels being \$6,595.66.

19. See page 16 for number of men employed each month.

20. Description of lens apparatus:

The lens apparatus is a fixed white of the third order, with an arc of illumination of 360°. There are five panels in the lens, eleven prisms in each panel above, and four prisms in each panel below the dioptric drum, or central belt of the lens; the central belt is 8¾ inches wide. The lens rests on a cast iron pedestal. An air pressure lamp, with three burners, is the illuminant.

21. Description of fog signal:

The fog signal is a Daboll trumpet, whose characteristic is five (5) seconds' blast, twenty-five seconds' silent interval, located on main gallery of tower, operated by compressed air from two air receivers supplied by two Hornsby-Akroyd oil engines (5 h. p.) located in cellar. The fog signal is supplied with Crosby automatic signal in duplicate.

SABINE BANK LIGHT STATION, TEX.

Table showing number of men employed each month.

Date.	Superintendents.	Machinists.	Blacksmiths.	Carpenters.	Riggers.	Boilermakers.	Engineers.	Bricklayers.	Riveters.	Labors.	Cooks.	Cook helpers.	Mess boys.	Watchmen.	Caisson superintendents.	Caisson men.
<i>1904.</i>																
January	2	1	1	4	0	0	0	0	0	9	1	0	1	1	0	0
February	2	1	1	5	1	2	0	0	0	14	1	0	0	1	0	0
March	2	1	2	4	1	1	0	0	0	20	2	0	0	1	0	0
April	3	3	2	5	1	0	0	0	0	22	2	0	0	1	1	0
May	3	3	2	5	1	0	0	0	0	47	2	2	0	1	1	0
June	3	5	2	4	1	0	3	0	0	62	3	2	0	1	1	16
July	3	5	2	4	1	0	3	0	0	60	3	2	0	1	1	16
August	2	2	0	1	0	0	0	0	0	22	1	1	0	1	0	0
September, 1904, to June, 1905	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
July	2	1	0	2	0	0	0	0	0	8	1	0	1	1	0	0
August	2	1	0	2	0	0	0	0	0	17	1	1	0	1	0	0
September	2	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0
October	2	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0
November	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0
December	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0
<i>1906.</i>																
January	2	1	0	3	0	0	0	3	0	9	1	0	0	0	0	0
February	2	1	0	3	0	0	0	0	2	6	1	0	0	0	0	0
March	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0

Appendix N: Shipwreck Inventory

SHIPWRECK INVENTORY

Vicinity of Chandeleurs

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
<i>Alfhild</i>	Norwegian	Barque			1/2 October 1891	Ashore		<i>The Times</i> (3 October 1891:7)
<p>"A telegram from New Orleans states that the Norwegian barque Alfhild, from Rio de Janeiro for Pensacolo [sic], is ashore north end of Chandeleur Island. Assistance is with her."</p> <p>"Barque Alfhild, Markussen, from Rio de Janeiro, for Pensacola, is reported -a total wreck on Chandeler Island" (<i>Boston Journal</i> 6 October 1891:9).</p> <p>"Among others in attendance at the sale of the wrecked bark Alfhild yesterday [16 October], was H. F. Krebs, Swedish and Norwegian vice-consul at Pascagoula, and our handsome young friend Chas. Euren , of the same village-The sale yesterday of the wrecked Norwegian Alfhild [sic] was not very well attended, an impression prevailing that the sale would not take place. The entire proceeds of the sale amounted to only \$705, the hull of the vessel bringing only \$105" (<i>Biloxi Herald</i> 17 October 1891:4).</p>								
<i>Argos</i>		Bergantin			10 APR 1837	"naufraga"	"las islas Chandeleur"	Luna (1996:25)
<i>Ashland</i>		Schooner			12 JAN 1847	Stranded/swamped	South Chandeleur Island	Bowditch (1847); Rawls and Lee (2011:364-370)
<p>... "that on Sunday the 10th day of January 1847, civil time, he, the said Wm. Thompson departed in and with the said Schooner Ashland as Master thereof from Appalachicola [sic], Fla. having on board the said vessel a cargo of Cotton and Tobacco and bound for the Port of New Orleans, La., that the Said Schooner was then stout, staunch, and strong; had her cargo well and sufficiently stowed and secured; was well masted and manned, tacked, victualed, appareled, and appointed...."</p>								
<i>Avenger</i>	Norwegian (Lilleland)	Ship	1396/1276	239.3x36.9x 21.8	19 JAN 1904	Grounded		<i>Norsk Retstidende</i> (22 Juli 1908:475); <i>Gulfport Daily Herald</i> (19 May 1916:1)
<p>"The Norwegian ship Avenger went ashore Tuesday on Chandeleur island. She is an iron ship of 1,280 tons. The news was brought to the city by Revenue Inspector John Lyons but further particulars have not been obtainable at the hour of going to press." (<i>Daily Herald [Biloxi]</i> 22 January 1904:6).</p>								
<i>Bergenseren</i>	Norwegian	Bark			24 APR 1890		Chandeleur Islands	<i>The San Francisco Call</i> (25 April 1890:2)
<p>"NEW ORLEANS, April 24-Bark Bergenseren...has been lost off Chandeleur Islands. Vessel a total wreck, she having broken in two and gone completely under" (<i>New York Herald</i> 25 April 1890a:10).</p> <p>"SCRANTON, Miss. April 28-Bark Bergenseren (Nor). from Buenos Ayres for Pascagoula, before reported a total wreck at Chandeleur Islands, has been stripped of everything possible" (<i>New York Herald</i> 29 April 1890b:12).</p>								
<i>Bessie Lee</i>	American	Fishing boat		47 feet		Sank after hitting submerged object	Vicinity of Chandeleurs	<i>New York Herald Tribune</i> (11 October 1959:36)
<p>"John E. Larry, thirty-six, skipper of the fishing boat Bessie Lee, told yesterday [9 October] how he spent sixty hours hugging a floating gas tank in the Gulf of Mexico after his ship sank. He was in fair condition at a hospital suffering from exposure and jellyfish stings. Mr. Larry said the Bessie Lee sank Sunday when it struck a submerged object off-short [sic]. A deckhand on the forty-seven-foot craft is still missing. Mr. Larry clung to a butane gas tank until he reached Chandeleur Island. Then he walked twenty-six miles seeking help. A fishing party found him yesterday."</p>								
<i>Charles E. Balch</i>		Schooner			30 NOV 1901	Ashore	Chandeleur	<i>Boston Herald</i> (3 December 1901:10)
<p>"MOBILE, Nov 30. Sch Charles E Balch, Rummell, from Calbarien [?], is reported ashore on the outside of Chandeleur island. Tugs have been sent to her assistance."</p>								
<i>Bronx</i>	American	Steamer	57		1923	"went to pieces"	"Chandeleur"	Fountain (1990a:4)
<i>Constance</i>					1766			Pearson (1981:10, 42);
<p>"Some of the crew from the <i>Diquiblot</i> returned to Balize and New Orleans aboard <i>Le Royet</i>, a mail ship which left Havana about November 18. Enroute, they came across the schooner, <i>Le Constance</i>, which had been driven onto one of the Chandeleur Islands east of the mouth of the Mississippi"...(Pearson 1981:10, 42).</p>								
<i>Danvers</i>	American		386		15 JUN 1848			<i>The Daily Crescent</i> (20 June 1848:2)

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
<p>"SHIPS ASHORE-Captain Brown, of the towboat Star, reports the ship Danvers to have gone ashore on the night of the 17th inst., on a reef near the South Chandeleur islands, in four feet water. Her lower hold is full of water. The goods between decks, consisting of furniture, boots, shoes, etc., are in good order; the goods in the lower hold and the hull of the vessel, it is supposed, will be a total loss. When Capt. Brown left the wreck, the crew of the Danvers were stripping her. Captain Graves, of the brig Czarina, from Boston, arrived at this port yesterday, reports a large ship ashore on the 16th inst., three miles to the eastward of Sand Key, with two wreckers alongside, and one a-stern--could not make her name out" (<i>The Daily Crescent</i> 20 June 1848:2).</p> <p>"Accounts from ship Danvers, of and from this port for N Orleans, before reported ashore on Grand Gosier, the Southernmost of the Chandeleur Islands, are to eve of 17th inst. by the towboat Star which ar [sic] at New Orleans 19th. Capt Brown reports that the ship was on the reef in four feet water; her lower hold full of water, and that the goods in the lower hold (chiefly 120 tons paving blocks) and the hull would be a total loss. The crew were stripping the ship. The goods between decks, boots, shoes, furniture, & c. were in good order, and would probably be all saved. The Star would return immediately with lighters and other necessary assistance. The Danvers was a superior ship of 386 tons, launched at Belfast about ten months since, was valued at \$25,000, and insured in this city for that amount, of which the New England Mutual and Neptune offices have \$10,000 each, and the Washington office \$5000. There in no insurance on the freight money. The cargo, which was not large, was shipped by a considerable number of consignees, and is probably insured in small accounts at several offices." (<i>American Traveller</i> 8 July 1848:4).</p>								
<i>David Cannon</i>	British	Ship	561	152.9x30.2x16.8	1869	Lost	Chandeleur Island	Wallace (1929:75)
<p>"Built 1864, Hillsboro' River, P.E.I. Sold Liverpool."</p> <p>"The ship David Cannon, Capt. Smith, from Liverpool, with a cargo of salt, which went ashore 20 miles from the north end of the Chandeleur Islands, on the 16th., has bilged and sunk with her rails under water, and will be a total loss. Capt. Schelienger, of the steamer Achilles, went to her assistance, but the ship had bilged before he arrived. Capt. Smith and wife and crew are safe. When the Achilles left the David Cannon she was breaking up fast, the sea making a clean breach over her" (<i>New York Herald</i> 26 January 1869:10).</p>								
<i>Delia</i>		Brig			13 JUL 1846	Ran aground	Lost on the Chandeleurs	<i>American Republican and Baltimore Daily Clipper</i> (25 July 1846:4); Rawls and Lee (2011:642-646)
<p>"The brig Della [sic], Capt. Fales, from Thomaston, Me., for New Orleans, was lost on the Chandeleurs on the 14th inst.; no lives were lost. The brig ran aground, and six hours thereafter her cargo, consisting of 1500 barrels of lime, took fire. When Capt. Fales left her, the bow was burnt to the water's edge and her stern was under water. Capt. F. succeeded in saving most of her rigging" (<i>AR&BDC</i> 25 July 1846:4).</p>								
<i>D. H. Morris</i>	Norwegian	Bark	1184		26/27 JAN 1907	Driven ashore	"Chandelier Island"	<i>Valentine Democrat</i> (21 February 1907:6); <i>Indiana Tribune</i> (28 January 1907:3)
<i>Domenico</i> [<i>Domenico Lanata</i>]	Italian [Genoa]	Bark			13 JUN 1890		Chandeleur Island	<i>The Wilkes-Barre News</i> (4 July 1890:1)
<p>"That night--June 13--a fair wind sprung up, and all sail was crowded on the vessel. She went bowling along at a great rate, when without any warning and with a fearful shock she struck sand and partly keeled over. The lookout saw no land ahead, and there is no apparent reason why the vessel should have run out of her course. The sailors were thrown violently out of their bunks, and, rushing up, they found the water rising rapidly inside the ill-starred Domenica. The vessel had struck on the quicksands of the Chandeleur Islands and nothing on earth could save her. Abandoned at Last. Her cargo was jettisoned and everything done by the crew to float her off, but to no purpose. The men courageously stood by the vessel and unloaded part of her cargo of lumber, which was thrown overboard and washed ashore. The vessel was then abandoned to her fate, the captain and crew taking to the boats and getting ashore safely."</p>								
<i>Ebba</i>	Norwegian	Bark	1411		15 FEB 1889	Grounded	"Breton Island Reef"	<i>The Times Picayune [TTP]</i> (22 February 1889a:3)
<p>"BY W.I. HODGSON & SON, Auctioneers-Office No. 13 Carondelet street-ON SATURDAY, MARCH 9th, 1889, at 12 o'clock m., St. Charles street, between Gravier street and Commercial place, in the First district of this city, by order of A.K. Miller & Co., Agents, under the authority of B.F. Bengston, Esq., Norwegian Consul at this port, for account of whom it may concern, by public auction, will be sold-The Norwegian bark EBBA, Captain S. Svensen, as she now lies aground dismasted, and in ballast, on Breton Island Reef, near the mouth of the Mississippi river, together with her tackle and apparel, good set of sails, 2 hawsers, 1 wire, 1 coir, 12 bolts canvas, 1 good boat, and a quantity of provisions, everything on board except the personal effects of the captain, officers and crew. The bark is 1411 tons register, full particulars of which may be had by applying to A.K. Miller & Co., Agents."</p> <p>"New Orleans, Feb 21-In a heavy fog night of 15th inst ship Ebba (Nor), Svensen, from Algoa Bay via Barbados, in ballast, for Ship Island, struck a bank to the southward of Chandeleur Island. All efforts to float her proved unavailing, and she was abandoned on the 18th. The captain and crew reached the pilot station at South Pass in the ship's boats, and arrived in this city to-day by the bark Prince Victor (Nor)." (<i>New York Herald</i> 22 February 1889:10).</p>								
<i>Elfi</i>	Norwegian	Bark	1156		27 FEB 1908	Grounded	Chandeleur Island	<i>Daily Herald [Biloxi]</i> (4 March 1908:3)
<p>"The tugboat Gulfport in command of Capt. A. C. Schull left the city of Gulfport yesterday for Chandeleur island where the Norwegian bark Elfi is report to have gone aground last Friday. The Elfi is of 1,156 tons and is from Greenock. She is said to be in perilous condition."</p>								
<i>Elizabeth</i>	American	Schooner				Wrecked	Chandeleur Island	Baker (2000:152)
<p>"Captain Winder managed to get off last Wednesday after various delays, and we hear today that the schooner Elizabeth in which they sailed was wrecked on the Chandeleur Islands [just east of New Orleans]. They were nine hours on the wreck most of the men obliged to swim to shore. Captain Winder's baggage was saved but the men lost everything, but fortunately no lives were lost." See Appendix F.</p>								
<i>Eva I. Shenton</i>	American	Schooner	92	89 feet long	13 SEP 1903	Stranded	Chandeleur Island	USBN (1904:193)

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
"EVA I SHENTON A TOTAL LOSS.-Gulfport, Miss.. Sept. 15.-Eva I Shenton, small schooner (87 tons). Tampa for New Orleans, is ashore Chandeleur Island. Will be a total loss" (<i>The Philadelphia Inquirer [TPI]</i> 16 September 1903a:5).								
"The former Baltimore schooner Eva I Shenton, which was [s]old three years ago by Captain Peter Galoway to purchasers of Tampa, Fla., has been abandoned on Chandeleur Island, in the Gulf, where she went ashore. The Shenton was built at Cambridge, Md. in 1880. She registered 92 tons and was 89 feet long" (<i>TPI</i> 20 September 1903b:15).								
<i>Fidget</i>	American	Gas-screw yacht/converted tow boat			7 OCT 1923	Foundered	Vicinity of Chandeleurs	Irion, Morrison, Heinrich, and Kostandarithes (1993:24).
<i>Firebrand</i>	American	U.S. Man-of-War Schooner	150		28 JUL 1819		Vicinity of north end of Chandeleur Island	Moret (1868:792-793)
"The first storm, or hurricane, I witnessed at Bay St. Louis, took place on the 28 th of July, 1819, which notwithstanding other statements, was by far the most severe and the strongest that ever blew on this coast since I came to it. In that storm the U.S. Man-of-War Schooner 'Firebrand,' was lost; she was a vessel of about 150 tons, carrying 12 guns, drawing about eleven or twelve feet of water, and having a crew of about seventy-five or eighty men, commanded by lieutenant Cunningham, who had set out two or three days before the storm (leaving her lying at anchor between Ship Island and the north-end of the Chandeleur Islands)...No man can tell what took place on board of her after he left her, every man perished. She was seen the morning of the twenty-night of July, after the gale had subsided, capsized bottom upwards, lying on 'the square Handkerchief,' a shoal of sand between the Mississippi and Louisiana shores, off the west end of Cat Island.." (Moret 1868:792-793).								
"Letter relating the disastrous effects of a hurricane [July 1819]...mentioning the dreadful devastation at Bay St. Louis, Biloxi, and the Lakes, the loss of the U.S. schooner 'Firebrand' and its crew, the destruction of numerous small crafts and other property, Aug. 11, 1819"...(Kenner [William] Papers 1802-1832).								
<i>General Call</i>		Schooner			1 NOV 1825 [31 OCT 1825]	Wrecked	"near the Chandeleur islands"	<i>City Gazette</i> (1 December 1825)
" <i>Balize</i> , Nov. 2.-The mate and a passenger of the schooner General Call, (capt. Blunt) hence for Pensacola, arrived here last evening and report that the schooner has been wrecked near the Chandeleur islands, and that the captain, crew and two passengers were in a very perilous situation. As soon as this intelligence was communicated, Messrs. Silva, Pollock & Co. pilots at the Balize, despatched [sic] a schooner to render assistance to the wreck."								
<i>Goodwood</i>	British	Steamer			4 NOV 1911	Grounded	"southeast of the [Chandeleur] lighthouse"	<i>Army and Navy Register</i> (11 November 1911:15); <i>Gulfport Daily Herald</i> (6 November 1911:4)
"Another vessel, the Br. ss Goodwood, is grounded off Chandeleur Island and has been since some time Saturday. The vessel was bound here from Buenos Ayres and consigned to the L. N. Dantzer Lumber Co. Stubbs is master. The latest report today was to the effect that the vessel was aground to the southeast of the lighthouse and so far in toward the island that even the tug Gulfport, which draws about 12 feet of water was not able to get nearer to it than about a quarter of a mile. The vessel's position is apparently precarious. How the vessel, inbound, came to get so far off her course, is a matter yet to be explained."								
<i>Hamlet</i>					24 JAN 1846	Ashore	"20 miles from NE Pass"	<i>TNYH</i> (3 February 1846:4)
"...abandoned on the Chandeleur Islands, about thirty miles from N.E. Pass-thirty inches water in the hold--had thrown overboard 800 sacks of coffee-ship lying very uneasy and thumping heavily. The cargo of the Hamlet was from 8 to 10,000 sacks" <i>TN-YDT</i> (3 February 1846:2)								
"The ship Hamlet of Boston, from Rio Janeiro for New Orleans, went ashore and was abandoned, a total loss, at the Chandeleur Islands, in a gale on the 19 th ult. She had a cargo of 10,000 bags of coffee, and there was \$32,000 insurance on the ship, and \$70,000 on the cargo, all at the difference offices in Boston." <i>Springfield Republican</i> (5 February 1846:2).								
"Ship Hamlet, of Boston, from Rio Janeiro October, for New Orleans, went ashore on one of the Chandelier [sic] Islands, about 30 miles from the N.E. Pass, Miss. and when left, had 2 1-2 feet water in her hole, and thumping heavily" (<i>The Sailor's Magazine And Naval Journal</i> 1845:115).								
<i>Haavund</i>	Norwegian	Bark	534 (net)	140.2x31.4x 17.1	28 FEB 1889	Squalls	Near Chandeleurs	<i>TTP</i> (4 March 1889b:6)
"The Norwegian bark Haavund, 534 tons net, Captain O. Ullenaess [?], bound from Buenos Ayres for Pensacola, in ballast, to load with timber, has been wrecked....From noon on the 23d ult. sailed full and bay, the wind being northeast by north, distance of 105 miles, when the vessel struck at 5 a.m. on the 24 th ult., on a reef extending from a small island which at first was not known, but subsequently found by observation that it was the southwest extreme of the Chandeleur...On the 26 th the wind east-northeast, vessel still thumping, cut away her topmast rigging as it threatened to fall, owing to the vessel's continuous pounding on the reef; gave up all hopes of floating her, and sighting a smack hoisted signals of distress. The crew of the smack made two attempts to cross the breakers, but failed to do so...On the 28 th the crew, consisting of twelve men all told, left the vessel in her boats, she having become a total wreck, her hull being broke in two. The crew landed on a small island, and succeeded in saving some of their personal effects, also some provisions and water..The Haavund was built in 1877 at Torsgruud, Norway, and was owned by B. Conrup and others of that port"...								
<i>Harry Cage</i>	American	Freight Launch		60 feet	4 SEP 1910	Burned	10 miles SW of Chandeleur Island	<i>The Town Talk</i> (6 September 1910:6)
"A fire from an explosion of gasoline in the Harry Cage, a 60-foot freight launch of the Dunbar, Lopez and Dukate Company, loaded with 110 barrels of shrimp, quickly destroyed the vessel in a fifteen mile south wind, ten miles southwest of Chandeleur [sic] island, about 2:30 o'clock this morning and the crew of the ill-fated craft, after pulling in a small skiff from the scene to Door Point, fifteen miles away, where they boarded the schooner Ola D., owned by the same company, arrived at Biloxi about 3:30 this afternoon...The loss of the boat, which was equipped with a 30 horse power engine, is estimated at \$4,500. It is impossible to to [sic] ascertain tonight if the craft was insured. The loss of the shrimp is about \$330."								
<i>Helredale</i>	British	Steamer	2252		1 DEC 1924	Grounded	"ashore on Chandeleur, or Horne Island."	<i>The Scotsman</i> (1 December 1924:11)

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
<i>Hero</i>	American	Sloop			22/23 SEP 1904	Capsized	Vicinity of Chandeleurs	<i>Augusta Chronicle</i> (28 September 1904:2)
<i>John Knox</i>	British	Ship			12 JAN 1856	Gale	Chandeleur Islands	<i>The Times Picayune</i> (23 January 1856a:4)
<p>"The towboat Star, which, as we have already announced, left with the towboat Yankee to go to the assistance of the British ship John Knox, reported ashore at Chandeleur Islands, returned last evening, bringing up Capt. Miller, her master, and Capt. Robertson, the agent for the underwriters, without having been able to get off the ship. Indeed, they could not approach within four hundred yards of her. The John Knox went ashore on the Chandeleur Islands, on the 12th of January, during an easterly gale. She was bound to Mobile, and was three days in sight of the light-house and sometimes of the shipping. She made signals for a pilot during this time, but did not succeed in getting one. Capt. Miller then, for safety, on the gale coming on, steered for Ship Island Road, but the weather being thick and a current setting south, the vessel was driven on shore, four miles southward of the light-house."</p>								
<i>John M. Dana</i>	American	Schooner			DEC 1915			<i>Gulfport Daily Herald</i> (17 May 1916)
<p>"Capt. Roberts of Mobile, who purchased the American Schooner John M. Dana, which was sunk near the Chandeleur Islands last December, is at work taking out the cargo of asphalt with which she was loaded when she sank. The Albert Baldwin, a gasoline power boat, is assisting in the work. An experienced diver is also at work and Capt. Roberts says that the cargo will soon be out when the vessel can be raised. As there is no sand on the cargo, it is not a very difficult matter to get hold of the barrels of asphalt. The vessel is twenty feet under water" (<i>Gulfport Daily Herald</i> 17 May 1916).</p> <p>"Hull Sold for \$11.-The American schooner 'John W. Dana' of Boston, which was wrecked December 8 four miles southeast of Chandeleur Island, has been sold at auction at Gulfport, Miss., by the underwriters for \$11. The vessel was loaded with asphalt from Brighton, Port of Spain, and with her cargo was valued at about \$26,500 [illegible]" (<i>The Spectator</i> 6 January 1916:13).</p>								
<i>Joseph Balch</i>	American	Brig			7 NOV 1855		Chandeleur	<i>Boston Post</i> (27 November 1855:2)
<p>"Brig Joseph Balch, of Boston, from Havana for New Orleans, before reported, went ashore 7th inst., on the Chandeleur Islands, during a severe gale of wind. The vessel is a total loss. The officers and crew tooe [sic] to the long boat, and arrived at New Orleans in good health."</p>								
<i>La Marguerite</i> [or <i>Margueritte</i>]		Bateau	60		6 FEB 1737 [or JAN 1737]	wrecked	"on Chandeleur Islands"	<i>The Louisiana Historical Quarterly</i> [TLHQ] (1927:119); Saadani (2008:154)
<p>"March 28 [1737]. Declaration by Sr. Nicolas Vatable, Captain of the boat La Marguerite, that he was shipwrecked on Chandeleur Islands, on the sixth of last February [1737], which declaration was first made in Registry of Mobile, and that he came to New Orleans only to embark for France on the first boat leaving, as he had no business here to detain him, his declaration in the Mobile Registry being paraphed ne varietur, as well as declaration and attestation of his crew before witnesses, of all of which act was passed on of said Vatable. Signed: N. Vatable, Henry, Clerk" (TLHQ 1927:119).</p>								
<i>Lois</i>					7 JUL 1964	Explosion	"off Free Mason island in Chandeleur Sound"	<i>The Delta Democrat-Times</i> (7 July 1964:2)
<i>Louisiane</i>					Before 19 MAR 1738			Garrison et al. (1989b:5-8)
<i>Lucinda</i>		Bark			29 APR 1856	Ashore	Chandeleurs	<i>The Times Picayune</i> (2 May 1856b:4)
<p>"We learn by a telegraphic despatch [sic] from the Balize, to the commercial house of J. B. Murison, of this city, that the bark Lucinda, Capt. Tarr, from Matanzas for this port, is ashore on the Chandeleurs, with four feet of water in her hold. The captain and crew were compelled to leave her, as she was going to pieces fast. Her cargo consisted of sugar and molasses, which we learn is insured in various offices of this city to the amount of \$42,000. The vessel is supposed to be insured in Eastern offices."</p> <p>"The captain and crew of the bark Lucinda, reported ashore at the Chandeleurs, in yesterday morning's Picayune, came up during the day in the ship B.A. Marr. From them we learn that she left Matanzas on Thursday morning, the 24th ult., and went ashore on Tuesday morning, the 29th, at half-past 10 o'clock, during a thick haze, and a heavy sea running at the time from the eastward. They staid [sic] on board until 11 o'clock, on Wednesday, when it was deemed necessary to quit the vessel. They saved barely nothing except what they had on at the time. They left the wreck in three boats, and were obliged to sleep in them all night on an island, and made the Northeast Pass next day, and got on board the B.A. Marr. The vessel was owned by W.H. Smith and others, of Bath, Me., and was insured for about \$11,000 in Eastern offices" (<i>The Times Picayune</i> 3 May 1856c:1).</p>								
<i>Lucy Herby</i>	State of Maine	Schooner			16 FEB 1831	"wrecked"	North Chandeleurs	<i>The Evening Post</i> (12 March 1831:3)
<p>"Sch Tita, fm Havana-passenger, Captain Spear, late master sch Lucy Herby, of Thomastown, which was wrecked and totally lost on the 16th inst on the North Chandeleurs, fm Havana for Mobile, with a full cargo of coffee and fruit; lives only saved."</p>								
<i>Madeline</i>		Schooner			DEC 1914	Gale	Chandeleur Island	<i>Jackson Daily News</i> (18 December 1914:7)
<p>"Capt. L. R. Bowen, one of the pilots at Ship Island, returned to his home at Biloxi last night, bringing information regarding storms that have swept over that part of the gulf during the last few days. Capt. Brown said the storm was not severe at Ship Island, but the sea was rough and he reported that two schooners were driven ashore at Chandeleur island. During the gale, said Capt. Bowen, the three-masted schooner Madeline, en route from Cuban ports to Gulfport, was driven ashore at Chandeleur Island. He it to be at total loss. The captain of the vessel reached Ship Island yesterday on his way to Gulfport and told of his experiences. He stated the vessel would probably be a total loss. The wife and child of the captain of the Madeline, who were with him on the voyage, are being cared for at the lighthouse at Ship Island, he stated, while the members of the crew are encamped on the island and have rigged up temporary shelter from the remnants of the sails of the vessel."</p>								

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
<i>Magdala</i>	British	Bark	800		18 March 1876		Chandeleur Island; in ballast	U.S. Life-Saving Service (USLSS) 1876:128; Lonsdale and Kaplan (1964:93)
<p>"MARINE DISASTER. Loss of the Ship Magdala....On the morning of the 18th inst., the ship Magdala, of 797 tons burden, commanded by Capt. William Wiles, bound from Liverpool, for Ship Island, went ashore on one of the Chandeleur Islands. The wind was blowing hard, the sea running very high, and the ship was soon thrown on her broadside and rapidly filled with water (<i>The New Orleans Bulletin</i> 28 March 1876:1).</p> <p>Passage history: Liverpool, England to Ship Island, MS; four lives lost (USLSS 1876:128).</p>								
<i>Mars</i>	British	Steamer	3550		24 OCT 1911	Stranded	"at Chandeleur"	<i>The Times</i> [London] (25 October 1911:22)
<p>"At the close of business came news from New Orleans that the British steamer MARS had stranded at Chandeleur, while bound from Gulfport to the Plate with a cargo of wood. Her position was described as exposed, though it is hoped that the vessel may lie on sand. The MARS is a steamer of 3,550 tons, built in 1907, and managed by Messrs. Harris and Dixon (Limited). She is insured on a valuation of £31,000" (<i>The Times</i> 25 October 1911:22).</p> <p>"Captain T. J. Anderson, Lloyd's surveyor at this port, has received information that the British steamer Mars, reported ashore on Chandeleur Island, off the Mississippi coast, had been floated after discharging 120 standards of deckload and towed inside Ship Island, Gulfport" (<i>The Galveston Daily News</i> 29 October 1911:22).</p>								
<i>Marshall Dutch</i>	American	Brig	157			Wrecked	"on the Chandeleur Islands"	<i>The New York Herald</i> (15 January 1876:8)
<p>"BRIG MARSHALL DUTCH, Turner, from Havana Dec. 31, for Mobile, has been wrecked on the Chandeleur Islands. She is full of water and part of her keel has washed ashore. Her crew were saved. Captain Turner reports that his chronometer was out of order and that the vessel was fifty miles out of her course. The MD was 157 tons register, was built at Searsport in 1849 and hailed from Boston (<i>The New York Herald</i> 15 January 1876:8).</p>								
<i>Martha</i>	American	Schooner			19 JUL 1864	"destroyed"	"Chandeleur Bay"	U.S. Bureau of Light-Houses (1923:5)
<p>"On the 19th ult. [July], the lighthouse tender Martha was captured and destroyed by an armed launch in Chandeleur Bay (<i>Fayetteville</i> [NC] <i>Observer</i> 15 August 1865:2).</p> <p>"SIR: I respectfully beg leave to inform you that the U.S. Lighthouse schooner Martha, Capt. John Williams, was captured in Chandeleur Sound, near Mason's Keys, by an armed launch, manned by twenty-two men, commanded by a Captain Jefferson, who claims to hold a commission from the Confederate Government. The schooner was stripped of her rigging and sails, part of her cargo was taken, then set fire to and burned" [Lighthouse districts eighth and ninth-Engineer M.F. Bonzano (NOLA) to Maj. General N.P. Banks, 5 August 1864] (U.S. War Department 1893:565-566).</p> <p>"In July, 1863, the tender Martha, while engaged in lighthouse work in Chandeleur Sound, was captured and burned and her crew taken prisoners; the master subsequently escaped and reached New Orleans" (U.S. Bureau of Light-Houses 1923:5).</p>								
<i>Mary Ellen</i>	Territory of Florida	Schooner			5 January 1841	"violent gale"	...driven ashore on the North Chandeleur Island"	Rawls and Lee (2011:186-190)
<p>... "the vessel being unmanageable for want of sails, she was driven on shore on the North Chandeleur Island, about fifteen miles from North Point: that whilst driving through the breakers, the boat at the stern of the Vessel broke loose and drifted ashore some distance off: that on the evening of the Fifth, the said Schooner bilged, and was soon filled with water and sand: that all their exertions to save the cargo or any part of the Vessels were unavailing, as the sea continually made breaches over her..."</p>								
<i>Mazatlan</i>		Brig			17 NOV 1856		"lost on Chandeleur Island"	<i>TUSNM&NJ</i> (1857:306)
<p>"The smack Industry has just arrived at this port from the Chandeleur Islands, and reports that the brig Mazatlan, Capt. Dix, from Charleston bound for Mobile, went ashore on the Chandeleur Island about 3 o'clock on Monday morning last. Opposite Deep Water Point. The captain and crew, together with the passengers, (Mrs. Bensadon and two children,) were all saved, and came up in the Industry. Capt. Dix thinks that a portion of the cargo (rice) may be saved, but that the brig will be a total loss. No insurance on the vessel, but the cargo insured in Charleston. They also report having come up with a small schooner capsized, about 4 o'clock yesterday evening, off Cat Island, with the captain and three men clinging to her keel—all of which they took of [sic], and landed the mouth of the Regolets [sic]" (<i>The Times Picayune</i> 23 November 1856d:1).</p>								
<i>Navigateur</i>	French	Brick			6 March 1821	Gales & rough seas	Chandeleur Island	Martin (1822:100-115)
<p>"Dumont deposed, that he was a lieutenant on board of <i>le Navigateur</i>, and left her with the captain, in the small boat, about 10 o'clock. There were about eight persons in this boat, and it had but one seat. They landed at about 6 P.M., on Breton island, distant about ten leagues from the wreck" (Supreme Court of the State of Louisiana 1852:59).</p>								
<i>Nellie</i>	Hondurian	Schooner			1923/1924		Chandeleur Islands	<i>The New York Herald</i> (26 June 1924:28)
<p>"PASCAGOULA. June 23-Hondurian aux schr Nellie, which was driven ashore on Breton Island (one of the Chandeleur Islands) last winter in a gale of wind and for a while thought to be a total loss has been floated and brought here and will be hauled out on the marine ways and repairs effected."</p>								
<i>Northern Empire</i>	Norwegian	Bark (steel)	899		22 JAN 1904		"northern point in twelve feet of water;" Chandeleur Island	Fountain (1990b:4)

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
<i>Northern Empire</i>	Italian	Bark			FEB 1905		Chandeleur Island	<i>Daily Herald</i> (23 February 1905:5)
"It has been authoritatively announced that the Italian bark, Northern Empire, is a total wreck and will be abandoned."								
<i>Nuestra Señora del Rosario</i>	Spanish	Bilander			Christmas Day 1782	Stranded	Eight leagues from Candelarias	<i>TLHQ</i> (1937:269-272)
"The Marine Protest is dated in New Orleans, January 30, 1783, and is drawn up in the presence of the Escribano and witnesses. It reads in part: that Senon [sic] Torres, late Captain and Master of the Bilander, 'Nuestra Señora del Rosario,' declares he sailed from Pensacola at six o'clock in the morning of December 24, 1782, for this city [NOLA], with a light north north-east wind and having sailed past the point of Santa Rosa Island he turned the prow of his ship to the south, sailing four leagues, from this point he turned south-west fourth to west and held this course until seven o'clock at night when the wind veered to the west, blowing hard, and for this reason he followed a course to the south-west, and at twelve o'clock at night of the said day he was obliged to furl most of the sails, remaining with the main reefed and the jib. The following day, the 25 th , at five o'clock in the morning, notwithstanding the darkness, because day-light did not come until a good hour afterwards, he saw the sea break over the prow; he immediately took soundings and found three fathoms of water, therefore to avoid grounding, they did everything possible, even to taking in the little sail they carried, then in due time they stranded off the coast of the Candelarias and when day dawned they discovered themselves to be eight leagues distant from land. In this emergency and because the ship did not last more than three hours, as her stem was already opened, he resorted to every means to save what he could, though all in vain. For a period of three days they remained on the wrecked ship with all the crew working to the limit of their capacities, but nothing could be salvaged, and seeing that the vessel was full of water and had split in the middle, he determined to save himself and his men; this he did, in the launch belonging to the ship."								
<i>Olympic</i>	U.S.	Schooner			12 OCT 1842	"carried away her mainmast	"went ashore on Chandelier Island, and was wrecked"	<i>TSM&NJ</i> (1843:149)
<i>Paul Jones</i>	American	Single Screw Yacht		60x10x5	After 3 January 1899	Possible explosion of naphtha tank	Chandeleur Islands [one of principal search sites]	<i>New-York Tribune</i> (1899:2)
<i>Pemberton</i>					9/10 DEC 1856	Grounded	Chandeleur	<i>The Morning Post</i> (15 January 1857:8)
"The Pemberton, Belger, from London to New Orleans, which went ashore on Chandeleur Islands on or before Dec. 10 [1856], will become a total wreck; three of her crew were drowned."								
<i>Plata [or Piata]</i>		Three-masted schooner			22 OCT 1902		Grounded during storm	<i>Monthly Weather Review</i> 1902:479; <i>New Iberia</i> (1902)
<i>Pollock [or Pollok]</i>	Canadian	Barque	815	139	16 JAN 1845	"wrecked"	Chandeleur Islands	<i>Lloyds List</i> (14 FEB 1845)
The <i>Pollock</i> , hence to New Orleans, was wrecked on the Chandeleur Islands 16 th ult.; Master and six men arrived at New Orleans, the rest of the Crew supposed to have landed on the Islands" (<i>Lloyds List</i> 14 FEB 1845).								
"Built 1836, Quebec, by Allan Gilmour. Pollok-Gilmour Fleet" (Wallace 1929:216).								
<i>Prince de Conty</i>	French	Frigate			1731		"La Balise?"	Garrison et al. (1989b:5-8)
<i>Prince Lucien</i>	British	Ship			7 AUG 1889		Chandeleur Island	<i>Northern Echo</i> (12 August 1889)
"The Prince Lucien, ashore on Chandeleur Island, has fifteen feet of water in main compartment; jettisoned part deck load" (<i>Northern Echo</i> 12 August 1889).								
"The schooner Coneouch from the Chandeleur arrived last night and reports that the British schooner Prince Lucien, Captain Hanney, with 1900 loads of timber, which sailed from Ship island on the 7 th inst. for Grenock [sic], had gone ashore on the Chandeleurs on the 8 th inst., and that a strong easterly wind was prevailing at the time (<i>The Times-Picayune</i> 10 August 1889:6).								
"A cablegram from Lloyd's agent at New Orleans states that the British ship Prince Lucien, from Ship Island for Greenock, is ashore on Chandeleur Island" (<i>Glasgow Herald</i> [Scotland] 10 August 1889:12).								
"Captain Hannay of the British ship Prince Lucien, ashore on the west side of the Chandeleur islands, reports that the vessel went ashore at 9:50 p.m. on the 7 th instant. A fresh east wind was prevailing with squally weather. He jettisoned a portion of the deck load and used every effort to float her, but without avail. The crew became exhausted and refused to work any longer, the vessel having fifteen feet of water in the hold. The captain, accompanied by two surveyors, left for his vessel this afternoon, and on arrival at Chandeleur will hold a survey. The vessel is valued and cargo are believed to be insured in foreign companies. The ship is owned in Liverpool" (<i>The Galveston Daily New</i> 13 August 1889:11).								
<i>Ronald Jr.</i>	American	Oil screw	29			Foundered	"about 12 miles southeast of Chandeleur Light"	U.S. Bureau of Customs (1965:1005).
Official no.: 266238; built 1953								
<i>San Josef</i>	Spanish				Before 8 MAR 1786	Wrecked	Off the Chandeleurs	Louisiana Department of Culture, Recreation and Tourism (n.d.a.)

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
<i>S.B. Stebbins</i>	Bangor, Maine	Schooner	90	70.6x20.4x6.9	9 OCT 1866	... "stranded and totally wrecked"	"on Chandeleur Island"	Work Administration (1942a:248) Projects [WPA]
"Built at Yarmouth, Maine, 1859... One deck, two masts, square stern, plain head... Registered, No. 107, June 26, 1866. Owners: Sigmund M. Miller, ¾, Jacob Newman, ¼, New Orleans. Master: same."								
<i>Sobraon</i>	British	Ship						<i>Augusta Chronicle</i> (16 March 1848:2)
"Ship Ashore.-The British ship <i>Sobraon</i> , Captain Roach, from Liverpool for this port, went ashore on the Chandeleur Islands the night of the 7 th inst. She had on board 4000 sacks of salt, of which Capt. Roach threw overboard 1000, without succeeding in getting the vessel off. Captain Roach and some of his crew came up to town yesterday for assistance."								
<i>Starke</i>	American	Schooner	209/199	124x27x9 [meters]	5 FEB 1906	"stranded"	Chandeleur Island	USBN (1906:384); Shipbuildinghistory.com (n.d.)
<i>Vigilante</i>	Spanish	Frigate			1732	Capsized	"Iles de la Chandeleur"	Garrison et al. (1989b:5-8); Saadani (2008:178)
..." <i>La Vigilante</i> , une fregate espagnole, chavire tout près des Iles de la Chandeleur à 10 lieues de La Balise. Les 120 hommes de l'équipage sont sauvés par les Français puis envoyés a La Nouvelle-Orléans"....(Saadani 2008:178).								
<i>W. B. Peters</i>		Schooner			28 JAN 1853		Chandeleur Island	<i>The New York Herald</i> (31 January 1853:8)
<i>Wm C. Preston</i>		Schooner			11 AUG 1851	Caught fire and exploded	10 miles from "Britton Island"	Rawls and Lee (2011:251-256)
<i>Welch</i>	U.S. Government	Steamer				Hurricane of 1893	"northern point"	<i>The Pascagoula Democrat-Star</i> (13 October 1893:2)
"Marine and River Notes....Only the steamer <i>Ravensdale</i> escaped the blow at Chandeleur's....Chandeleur Island is 32 miles long and the storm completely changed its topography...The storm at Chandeleur's put the quarantine steamer <i>Welch</i> high and dry on the northern point of the island."								
<i>X-Ray</i>	American	Fishing Smack			FEB 1922	High winds	"off Chandeleur island"	<i>The Atlanta Constitution</i> (10 February 1922:1)
UNKNOWN								
Unknown	Spanish	Frigate			1696		"DIEGO" [Isletas de San Diego/Chandeleurs]	Thompson (1812:18)
"DIEGO, S. some shoals or quicksands of the coast of Florida, between the garrison of Panzacola and the river Mississippi, on which a frigate belonging to the king of Spain, and commanded by Don Andres de Arriola, was wrecked in 1696" (Thompson 1812:18).								
Unknown	Spanish	Frigate			3-5 APR 1700	"severe storm"	[presumed Chandeleurs]	Margry (1881:424); McCann (1943:72fn)
"The Spanish governor [of Pensacola, Andrés de Arriola] had sailed up to the French post aboard a frigate of twenty-four cannon accompanied by two smaller vessels"... (Phares 1998:23). The three Spaniards told a horrible story of storm and shipwreck. For five days now they had labored on the tossing sea, almost without food and constantly plagued by swarms of mosquitoes. All ships had been wrecked on the Chandeleur Islands. Everything, even to the wardrobes of the officers, had been lost" (Phares 1998:25).								
Unknown		Bateau			1725		Horn Island	Garrison et al. (1989b:5-8)
Unknown	Spanish	Small two-masted "belandre"			Early 1735	"wrecked"	Chandeleur Islands	Ellis (1981:34)
"From the affidavits taken during the subsequent investigation, we learn that <i>La Liberte</i> [Bertrand Jaffre] and <i>Lacombe</i> , together with Jacques Chauvin, a blacksmith, recovered a chest of silver coins the wreck" (Ellis 1981:34, 36).								
Unknown	English				Winter 1736	"wrecked"	... "in the Chandeleur Islands"	Rowland and Sanders (1984:144)
"I was advised on the twentieth of August [1737], my lord, that an English ship was passing by in front of Dauphine Island. On the eighteenth, Girard told me that it was the same captain who wrecked last winter in the Chandeleur Islands, and that our inhabitants here and at Pascagoula had all given him a rendezvous at Ship Island; that <i>Sieur Olivier</i> was the principal author of this rendezvous."								
"Colcock returned to Mobile for his payment in the prescribed time, He was paid for his earlier cargo, and sent away. A second English ship arrived soon after, out of New York, which came to sell a cargo of wheat, He too was sent away, but he then proceeded to run aground off Chandeleur [sic] Island" (Forêt 1990:41).								

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
Unknown [possibly <i>Margueritte</i>]	French				1737		Chandeleur	Hall (1995:180)
Unknown		boat			Before MAY 1737	"cast ashore"	... "at the Chandeleur Islands"	Rowland and Sanders (1927:343-344)
Letter excerpt dated 8 May 1737 (Diron d'Artaguetto to Maurepas)-"I thank you very humbly, my lord, for the kindness that you have shown me in approving the permission that I gave to the master of an English boat from Carolina, named Calcock, to sell his flour because of the want in which we were at that time. He returned here last year to receive his payment while Mr. Bienville was here and another boat from New York, also English, laden with flour. He had the man paid who had made us the advances and sent them both away. The first I called Governor and he was cast ashore with his boat at the Chandeleur Islands. He obtained permission from Sieur Oliver to sell his flour together with his shipwrecked rigging and sails, and he also gave him permission to come by land and get his payment."								
Unknown					Before JUL 1766	Storm	"Chandeliers"	Rowland (1911:317)
Unknown	English	"small boat"		Belonged to schooner <i>Mercury</i>	3/4 SEP 1772	hurricane	Chandeleurs	Rea (1990:58)
Unknown					AUG 1819	"The Hurricane of 1819"	Pensacola to NOLA	Merrill (1868:790-791)
"This storm was probably the most violent and extensive that has been known in this region since its first settlement. From Pensacola to New Orleans every vessel was driven from the sea. Some few were saved by being run into the small streams and bays, but the larger portion were lost. Many were wrecked by the fury of the winds and sunk, not a few were stranded upon the coast and the island shores, and several [sic] were driven up into the pine forests and there stood for many years high and dry as mournful monuments of the storm. The loss of life was very great, few if any having escaped from the wrecked vessels. A government sloop-of-war, the Firebrand, was wrecked off the Bay of St. Louis, upon a reef or shoal called the 'Handkerchief,' and all on board of her were lost. Her bow was torn open, probably in dragging her anchors, and her masts, topsails and every thing standing above her deck were swept clean with its surface; and she had the appearance of having been driven side ways upon the reef, and rolled over and over. Such, indeed, was the opinion of seamen who afterwards examined her."								
Unknown	"English"	"Brig"			Before 13 MAY 1847		"Wreck of an English Brig" marked on 1847 sketch	Bowditch (1847)
Unknown	U.S.	Steam launch			MAY 1851??	storm	"off the Chandeleur islands"	USCS (5 December 1851:74)
Unknown		"square rigged"			Before 22 OCT 1883	Ashore	Near Chandeleur Islands	<i>New York Herald</i> (25 October 1883:10)
"NEW ORLEANS, Oct. 21-A square rigged vessel, name unknown, is reported ashore near Chandeleur Islands by tug Day Dream."								
Unknown					1-2 OCT 1893	Historic hurricane "The Great Storm of 1893"	Chandeleur Sound	<i>The Courier-Journal</i> (6 October 1893:1)
Unknown		"Five large ships"...			1-2 OCT 1893	"The Great Storm of 1893"	... "were completely wrecked, on the [Chandeleur] island"	Fountain (1990c:4)
Unknown	French	Steamer			1902 [?]	"beached by a storm"	"on Chandeleur Island"	<i>The Lumber Trade Journal</i> (1917:44)
Unknown"	Several				OCT 1923	Mid-October "storms"	"between Pensacola and Chandeleur Island"	<i>The Anniston Star [TAS]</i> (22 October 1923:5)
"[Captain] Daughdrill reported having sighted evidences of several wrecks between Pensacola and Chandeleur Island."								
Unknown		Dredge			4/5 OCT 1964	Possibly foundered during Hurricane Hilda	Near Chandeleur Islands	<i>The Desert Sun</i> (6 October 1964)
Unknown	..."high number"	"modern sport fishing vessels and small shrimp boat wrecks"			Before 1993		"litter the Breton Island area today"	Irion et al. (1993:20)
Unknown	Two				Before 1991	"two exposed wrecks"	"on the shore at Breton Island"	Irion et al. (1993:24)
Unknown	One				Before 1991	"submerged wreck"	"lying in the shallows approximately 700 yards southeast of the island"	Irion et al. (1993:24)
Unknown	Two				Before 1993		Breton Sound	Irion et al. (1993:24)
Unknown	One				Before 1993		"exposed wreck off of the southwest end of Grand Gosier Island"	Irion et al. (1993:24)

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
Unknown	Four				Before 1993		"four submerged wrecks lying in Breton sound within 4 nm of Breton Island"	Irion et al. (1993:24)
AIRCRAFT								
Aristocrat, NC 492 K	American	"single motored cabin ship"			19 JUL 1935	"tail spin"	"off Chandeleur Island" ["15 miles off of Gulfport"]	<i>New York Herald Tribune</i> (20 July 1935:3); <i>TAS</i> (20 July 1935:1); <i>The Town Talk</i> (19 July 1935:2)
"William Rabon, assistant keeper at Chandeleur Lighthouse, said the plane was in trouble for a stretch of several miles at the island and that it went into a tail spin and hit the water with a big splash about four miles south of the island" (<i>The Shreveport Times</i> 20 July 1935:1).								
National Air Lines	American	DC6			14 FEB 1953		Near Chandeleurs	<i>TAS</i> (16 November 1959:1)
National Air Lines	American	DC7B			16 NOV 1959		Near Chandeleurs	<i>TAS</i> (16 November 1959:1)
PROBABLE WRECK ASSOCIATION								
The 22-ton schooner <i>Republic</i> of New Orleans was "Built at Chandeleur Island, 1849." Dimensions for the vessel were 45x16.11x3.7. "Flush deck, two masts, square stern, sharp bow. Previously enrolled, No. 10, Nov. 3, 1849, at Shieldsborough, Miss." (WPA 1942b:219-220).								
FLOTSAM & JETSAM								
Hatches/miscellaneous items lost from <i>Tangipao</i>	American	Steamer			2/3 MAR 1838	Fire	"Breton Island, the southernmost of the Chandeleur group"	<i>The Times Picayune</i> (8 March 1838:2)
Anchor from <i>The Espirtu Santo</i>	Spanish	Frigate			15 JUL 1783		Bordeaux to Saint-Domingue to NOLA	<i>TLHQ</i> (1938:942-947)
Protest excerpt: "On July 14 th , according to his reckoning, the ship lay between the Breton and Candelaria Islands (Chandelier) [sic] where, at ten o'clock at night, a strong wind blew from the North-North-East, causing him to fear they might fall to leeward of the Pass. On the advice of the other navigational officers, they cast anchor in ten fathoms of water. At one o'clock in the morning the wind freshened up strongly, then he found that 20 fathoms of new 13-inch cable, as well as an anchor, had been lost while submerged."								

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Vicinity of Ship Shoal

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
<i>Dino C.</i>	American	Supply boat		95 feet	5 FEB 1979	Sank	60 miles south of Morgan City [Ship Shoal Block 198]	<i>The Town Talk</i> (6 February 1979:5)
<i>Dream</i>		Sloop			7 SEP 1842	Antje's Hurricane	Off Raccoon Point	Redfield (1846:11)
"The sloop Dream, from Texas for New Orleans, was sunk during the gale, on the 7 th of Sept., off Raccoon Point, near lat. 28°, lon. 91°.								
""Schr. Watchman, at New-Orleans from Matamoras, fell in with, 10 th Sept. [1842] about ninety miles from Raccoon Point, sloop Dream, from Galveston, bound to New-Orleans, waterlogged. Took off her crew and six passengers" (<i>The Sailor's Magazine and Nautical Journal</i> 1842:87).								
<i>Galveston</i>	American	Steamer			AUG 1851		"on Ship Island shoal"	Texas State Senate (1852:382)
"In consequence of mail failures, attributable mainly to the loss of the steamer Galveston on Ship Island shoal, in the month of August [1851]".....								
<i>Gulf Prince</i>		Tanker			1942	German U-Boat	Ship Shoal 206 [or Ship Shoal 207, 216]	Minerals Management Service [MMS] (1984:151)
<i>Halo</i>		Tanker			1942	German U-Boat	Ship Shoal 152 [or Ship Shoal 151; Eugene Island 190]	MMS (1984:151)
<i>Heredia</i>		Cargo Carrier			1942	German U-Boat	Ship Shoal 216 [or Ship Shoal 206, 207]	MMS (1984:151)
<i>Louisiana</i>	American	Schooner			Before 28 NOV 1839	"wrecked high and dry"	"on the Last Island, sixty miles west of the South West Pass"	Robinson (1843:60-63)
Excerpt from case "Hippolite Bataille and another v. The Firemen's Insurance Company of New Orleans" remarked that "The petition charges that on the 28 th of November, 1839, the defendants caused to be sold at public auction the hull, yards, sails and rigging of the schooner Louisiana, of which the plaintiffs became the purchasers for the sum of one hundred and forty dollars; that in the notices of sale published in the newspapers, it was represented that the hull of the said schooner was wrecked high and dry on the Last Island, sixty miles west of the South West Pass; that here was on board every thing necessary, the sails and rigging having been stowed in the hold for safe keeping; that part of the cargo was on board, and that Captain Auld had left three faithful and trusty men to take care of her... That when the persons sent by plaintiffs in search of the vessel arrived at the place designated at the sale, they did not find her there, but found that she was at another place called Vine Island: that she was burnt to the water's edge, instead of being safely kept by three faithful guardians; and that no part of the rigging or cargo was to be found on board. That the said hull was in so miserable a condition as to be absolutely useless to the plaintiffs"... (Robinson 1843:60-61).								
<i>R. W. Gallagher</i>		Tanker			1942	German U-Boat	Ship Shoal 207 [or Ship Shoal 206, 216]	MMS (1984:151)
<i>Trade Wind</i>		Steamer			24 SEP 1869			<i>The Times Picayune [TTP]</i> (30 September 1869:8).
"The Clinton picked up, yesterday evening, near Ship Shoals, two boats containing Capt. Morrill, the first mate and thirteen others from the steamship Trade Wind, that sunk on Friday, 24 th inst."								
<i>William C. May</i>		Four-masted schooner			10 MAR 1910	Grounded	"struck on Ship shoal"	<i>The Sunday Star</i> (10 August 1913:7)
Unknown								
Unknown					26 OCT 1853	Hurricane		Willard (1866:507)
"On the 26 th of Oct., 1853, occurred a storm, in which Dernier Island. S. of Louisiana, was submerged, and 143 persons perished."								
Unknown					Spring [?] 1856	Unknown	East of Ship Shoal	<i>TTP</i> (1 July 1856a:5)
"Capt. Baker, of the U.S. steamer Fashion, (arrived yesterday) reports that on his trip to Texas, on the 18 inst., in lat. 28° 40', lon. 90° 40', he saw the wrecked vessel mentioned by Capt. Sheppard, of the steamship Perseverance. On the return trip, the Fashion went alongside the wreck and the mate boarded her. She is 84 feet keel, 15 to 20 inches deep, and heavily zinced. Her anchors are to her cat heads, and she is apparently held in her position by her masts. She is lumber loaded and lies in ten fathoms water, a little east of Ship Shoal, 85 miles from the S.W. Pass. She has been upset apparently three or four months, as the lumber protruding from her stern has barnacles on it."								
Unknown					10-12 AUG 1856	Hurricane	Isle Derniers	Roth (n.d:17)
"Hurricane strikes Isle Dernieres, Last Island, a pleasure resort, south-southwest of New Orleans. The highest points were under five feet of water. The resort hotel was destroyed, along with the island's gambling establishments. Over 200 people perished, and the island was left void of vegetation and split in half. Only one terrified cow remained on the island after the catastrophe. Last Island in now [2010] only a haven for pelicans and other sea birds. The steamer Nautilus foundered during the storm. The lone survivor clung to a bale of cotton and washed ashore sometime later."								
Unknown		Schooner			SEP 1856	Capsized	Off Ship Shoal	<i>TTP</i> (17 September 1856b:5)
"Capt. John Y. Lawless, of the steamship Mexico, from Galveston, reports that yesterday, at 7:30 A.M., the Mexico fell in with the schooner before reported off Ship Shoal, in ten fathoms water, bottom up. The mainmast was attached, hanging by the rigging--schooner on the bottom. Capt. Lawless had a hawser made fast to the mast, pulled it clear, cut off the rigging, and set the spar adrift. He further reports that there is no more danger of coming in contact with the schooner, as every thing is out of sight."								

Name	Registry	Rig	Tonnage	Dimensions	Casualty Date	Cause	Comment	Reference
Unknown		Bark			Before 15 JUN 1871	"ashore"	"Ship Shoals"	<i>The Times-Democrat</i> (15 June 1871:1)
"Capt. Barth reports having seen a large bark ashore at Ship Shoals."								
Unknown					1885	..."off Isle Dernier"	On shipwreck victim survived nine days on floating door; and by sucking on seaweed	Davenport and Wells (1918:124fn).
Unknown		Schooner			Before 4 JUL 1893	Possible collision	"off Ship Shoals"	<i>The Times-Democrat</i> (1893:7)
"Sabine Pass, July 4. [1893] The schooner Manuel R. Cusa, Capt. Wallace, arrived this morning from New York. She reports passing a wrecked schooner off Ship Shoals in latitude 28° degrees 19 seconds, longitude 91 degrees 1 second, turned bottom up, painted white, all sails set. The stern was cut off and had the appearance of having been run down. A careful lookout was kept for boats, but nothing was visible whereby he could come to any conclusion as to what or who she was" (<i>The Times-Democrat</i> 1893:7).								
Unknown					Recorded 1945	Unknown	Ship Shoal 109	MMS (1984:152)
Potential losses of parts of floating storage platforms and equipage related to oil and gas industry infrastructure					3/4 OCT 1964	Hurricane Hilda	At Ship Shoal	World Petroleum Congress (1967:280)
AIRCRAFT								
Unknown	American	Helicopter			9 JUL 1978	Unknown	Ship Shoal Block 291	<i>The Town Talk [TTT]</i> (10 July 1978:31)
Bell 205	American	Single Engine Turbine Helicopter			6/7 AUG 1980	Unknown	Ship Shoal Block 154 Area	<i>TTT</i> (7 August 1980:37)
AWOIS DATA								
<i>Breton Island</i>	American	Barge or Boat						Record No. 8432
<i>Captain Jory</i>	American							Record No. 12793
<i>Chuck's Pride</i>	American							Record No. 12805
Unknown		Fishing Vessel						Record No. 12803
Obstruction								Record No. 12791

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Vicinity of Sabine Bank

Name	Registry	Rig	Tonnage	Length	Casualty Date	Cause	Comment	Reference
<i>Cowie</i>	British	Steamer			27 JUL 1915	Struck shoal [no damage]	Near Sabine Bank	<i>Delaware County Daily Times</i> (14 September 1915:1)
<i>Edward Tilletson</i>	U.S.	Schooner			SEP 1846	Gale	"near the Sabine"	<i>Niles National Register</i> (3 October 1846:67)
<i>G. I. Joe</i>	American	Oil screw	38/16	50.2x16.8x6.2 (feet)	25 JUL 1965	Exploded	"18 miles from Sabine Pass"	<i>The Shreveport Times</i> (26 July 1965:4); U.S. Bureau of Customs [USBC] (1965)
According to <i>Merchant Vessels of the United States</i> (as of 1 January 1965), the <i>G.I. Joe</i> was owned by Willie O. Aucion of Morgan City, LA. Respective official number and radio signal call number were 247877 and WC9808. At the time of the subject listing, the vessel (115 HP) was engaged in the fishing industry (USBC 1965). The record commented that <i>G.I. Joe</i> was built at St. Augustine during 1945 (USBC 1965).								
<i>G.I. Joe</i> was built by Diesel Engine Sales Company [DESCO Marine] of St. Augustine during 1945 for Willie Aucion. The "Fishing Vessel" appeared to be the shipyard's sixteenth hull. Original tonnage appeared to be 38 (gross) and launch length was reported as 50 feet (Shipbuildinghistory.com n.d.).								
<i>Gulf Tide</i> [or <i>Gulftide</i>]	Foreign	Cutterhead dredge			28 SEP 1947	Sank	13 miles SSE of Sabine Bank Light	AWOIS Record 362; BOEM Vessel ID 417; Lardas (2016:101-102)
<i>Kremlin</i>	Belgian	Steamer			25 MAR 1922	Struck shoal	Sabine Bank	<i>The Nautical Gazette</i> (8 April 1922:435)
"KREMLIN (Bel St)-Port Arthur, Texas, for Antwerp, grounded on March 25 th on Sabine Shoals; floated without assistance and returned to Port Arthur with cargo tanks leaking; survey being held; damage not serious."								
<i>Miss 400</i>	American	Fishing boat			1970	"burned and capsized" possibly recovered by USCG	"near Sabine Bank light"	<i>The Pilot</i> 1970:20.
<i>Noriega</i>	Norwegian	Steamer			MAY 1910	Grounded	Sabine Bank	<i>Houston Daily Post</i> (15 May 1910:8)
"After having been ashore for two days at Sabine bank, just south of Sabine pass, the Norwegian Noregia of the Norway and Mexican Gulf line arrived here [Newport News, VA] today [14 May 1910]. The steamer sailed from Galveston May 1 and Port Arthur May 6 bound to Rotterdam and Christiana, carrying a full cargo and fifteen passengers. The vessel was inspected here and proceeded on her voyage."								
<i>Spondilus</i>		Steamer			13 JUL 1904	Ran aground	Sabine Bank	<i>The Petroleum Review And Mining News TPR&MN</i> (16 July 1904:60)
"London, July 13.-Following telegram received by the owners from Port Arthur (Texas) this morning:-Spondilus (s) has run aground Sabine Bank: expect vessel will have to lighten; assistance will be sent at once barge Conneaug-The owners advise that they had received an earlier telegram yesterday, advising the steamer's sailing with a full cargo of kerosene.) July 14, 10:55a.m.-Following is copy of telegram received by the owners from Port Arthur (Texas), dated July 13:-'Spondulus [sic] reported got afloat after lightening 8 a.m. to-day" (TPR&MN 16 July 1904:60).								
<i>Tremline</i>	Belgian	Steamer			25 March 1922	Grounded during tornado	"east end of the Sabine bank"	<i>Duluth New-Tribune</i> (26 March 1922:1)
AWOIS DATA								
<i>Miss Behave</i>								Record No. 7015
Obstruction								Record No.10489
Obstruction								Record No. 10490
Obstruction								Record No. 13351
Obstruction								Record No. 13607
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Department of the Interior (DOI)

The Department of the Interior protects and manages the Nation's natural resources and cultural heritage; provides scientific and other information about those resources; and honors the Nation's trust responsibilities or special commitments to American Indians, Alaska Natives, and affiliated island communities.



Bureau of Ocean Energy Management (BOEM)

The mission of the Bureau of Ocean Energy Management is to manage development of U.S. Outer Continental Shelf energy and mineral resources in an environmentally and economically responsible way.

BOEM Environmental Studies Program

The mission of the Environmental Studies Program is to provide the information needed to predict, assess, and manage impacts from offshore energy and marine mineral exploration, development, and production activities on human, marine, and coastal environments. The proposal, selection, research, review, collaboration, production, and dissemination of each of BOEM's Environmental Studies follows the DOI Code of Scientific and Scholarly Conduct, in support of a culture of scientific and professional integrity, as set out in the DOI Departmental Manual (305 DM 3).