

Department of War & Marine ;

Austin 10th February 1846

Austin 16th Novr 1846

Capt. John G. Tod

I certify that the foregoing order, and list of Naval Officers
Will proceed to Galveston and on his arrival
in the service of the Republic of Texas on the 16th Novr last
in that City assume the Command of the Navy in Ordinary --

Lieut. William A. Tennison who is now in Command and
all Officers on duty with him, are hereby required to report
to Capt. Tod, as also the following Officers who are now on
furlough, viz: Commander W^m C Brashear, Lieutenants A Irvine
Lewis, and George Banner, and purser Norman Hurd --

By order of the President

W^m G Cooke

Secy of War & Mar, ;

List of Naval Officers in the Service of the Republic of
Texas on the 16th February 1846---

John G. Tod, Captain

W^m C Brashear, Commander

A. Irvine Lewis, Lieutenant

George C. Banner, do J. Pinckney Henderson, ;

W^m A. Tennison, do

Norman Hurd, Purser

I. F. Stephens, ditto

H. S. Garlick, Midshipman

C. I. Fayssoux, ditto---

A. H. S.

EXECUTIVE OFFICE
Adjutant General's Office

STATE OF TEXAS
Austin 16th Nov^r 1846

I certify that the foregoing order, and list of Naval Officers in the service of the Republic of Texas on the 16th Feby last are Correct copies taken from the Records, of the late Dep^t of War and Marine, which are now attached to this Office --

W^m G Cooke

rubric,

Adjutant General

and that full faith and credit are due his official acts as such.

In Testimony whereof, I have caused the seal of State to be affixed.

Enc.: Certification of J. Pinckney Henderson. 1 Anno Domini

By the Governor:

David F. Burnet

Secretary of State

A. D. S.

Printed form filled in

EXECUTIVE OFFICE ,)
STATE OF TEXAS.)

I, the undersigned, Governor of the State aforesaid, do hereby certify that William G. Cooke whose name is subscribed to the instrument of writing hereto annexed, and was, at the time of signing the same, the Adjutant General of the State of Texas. and that full faith and credit are due his official acts as such.

In Testimony whereof, I have caused the Seal of State to be affixed.

Done at Austin
this Eighteenth day of
November Anno Domini
1846.

By the Governor: J Pinckney Henderson

David F Burnet
Secretary of State.

Printed form filled in

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[Endorsed,

Captn.

John G. Todd

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List of Naval Officers

in the service of the

Republic of Texas on

the 16th of Feby - 1846

Thomas J. Rusk Papers, 1844 - 1847

Verasco 25th August 1839

Dear Joe

Your favour of the 26th July, inclosing 200 dollars, was received by me a few days ago; also had also previously been your letter on arriving at Baltimore.

I expect, should nothing occur to prevent me, to go to Victoria on the Guadalupe about a month hence with a few goods to make an experiment in the Mexican trade, an adventure which has been proposed to me by Col. Austin. I at first thought of going to the Port of Aransas, where Goulay is and has met with some little success in that business; but I am induced to prefer Victoria from the fact of its being at present more resorted to than any other point by Mexican Dealers, as also from its being more populous and less isolated than the other, and therefore more secure.

Victoria is situated on the Guadalupe where it is crossed by the main road from Matamoros to Columbia Houston &c. and is about 20 miles from Lynn's Landing on Lavaca Bay. From its situation I think it will always be a thriving place, and so long as the present state of affairs continues, will have more business than any place on the Bays of Aransas & Corpus Christi. I therefore think it would be a safe place for the purchase of a lot, especially as I understand they may be had cheap,

provided always that titles be sure. I shall make no disposal of the funds you remitted till I go west, when I can better judge of what will be advisable.

It is not improbable that we may find it advantageous to both to carry into effect your proposal of a copartnership. I must however advise you that I have little or no prospect of being able to furnish any capital. My salary has most of the time been more than enough for my expenses; but I have often run foul of Matamorans and other old friends needing money. Moreover as I had when I went to Mexico an advance of capital from my uncle a part of which I am now unable to replace, I have no right to solicit backing from him.

I believe the Mexican trade with this country will be highly advantageous if it be protected; but, although it is countenanced by the Government, it is so much obstructed by the cattle thieves and other Texian banditti on the frontier, that there is some danger of its being entirely broken up. The President has been making every exertion his limited means will allow to place a force on that frontier for the protection of the trade as well as of the inhabitants, and a few troops under Col. Ross are now on their way thither. The remedy may perhaps be applied in time.

We have a prospect of the opening of a new port which will interfere no little with the prosperity of Galveston. It is at the West Pass of the Bay which is found to have more water than the Eastern (from 12 to 14 fathoms) with a secure harbour within. The pass & harbour have been surveyed and buoyed by Capt. Hinton of

the Zavala, who has had a chart of them made. It is in contemplation to remove the Navy Yard to San Luis Island where a town has been laid off, and a rail road from the West pass to Velasco is proposed. How much will result from this ^{new} experiment in town making I will not undertake to predict.

The business of this port has greatly declined since you left here, and the place is almost abandoned by its transient population, leaving few others save the regular residents. The race of low loafers here is nearly extinct, though a few high loafers remain.

Wells is still officiating as purser on board the Zavala. Brennan has for a long time been confined by sickness, but has recovered. Mrs. Brown & Tom reside at the Labor. Tom has had an attack of fever from which he has just recovered. He thinks of going on North in a short time, but is uncertain of getting off. Capt. Parker's family are still at the Bayou and are in good health, as are also Sharps, & I believe the rest of our friends widows and all. Miss Mackall Galvit is to be married on Tuesday next to a Lawyer of Richmond formerly of Kentucky, named Herndon. So much for neighbourhood news.

You will perhaps fall in with Col. Wells of our army, who is now in the U.S. - If you do not know him, I would recommend to you to form his acquaintance; as I believe him to be a very gentlemanly and meritorious officer.

Accomp. this is another communication which I have thought best to make separate & to which I refer you.

Your friend to command

Benjamin M. Potter

Capt John Q Todd

Sir,

Your note came to hand last night enclosing two hundred dollars, making four hundred I have received from you in advance for land in Texas. Any arrangement you make with Mr Whitridge for the remainder that will suit you will be agreeable to me.

Yours very obliged

Navy Austin Holley.

Washington.

March 24, 1840.

24 March 1840

Mary A. Holley

Acknowledges rec^d of \$ ²⁰⁰ ~~250~~
for purchase of land in Tex.
making \$400.



Capt John G Lodd

Baltimore

Maryland.



This is to certify that Capt^t John Todd
of the Texian Navy is to have five hundred
acres of my land on (Dick's creek, Texas,
on paying five hundred dollars to me, or
my agent, he to select for himself, provided
he does not choose all the choice spots so
as to injure the remainder) with the
agreement and consent of my agent on the spot
George L. Hammer Kern.

Washington, March 19, 1840.

Samuel Austin Holley

Mr Todd,

I have written the above to expedite our
business, not hearing from you as I expected by
Mr Brittenden. I will stay here until Tuesday
in order to hear from you. any instrument that
you should prefer I will sign. The money can
be paid to Mr Whitridge, Bolley's wharf, whom
I introduced to you, any time before you go. He
is authorized to attend to my business. I only wish
to have it sure. If you can not come over please
reply. Gen: (Parker) still wants a portion, if not all,
the league.

Yours &c

Sam^l A Holley.

19 March 1840

Mary A. Holley

Assignment of land on Licks
Creek, Texas

To,

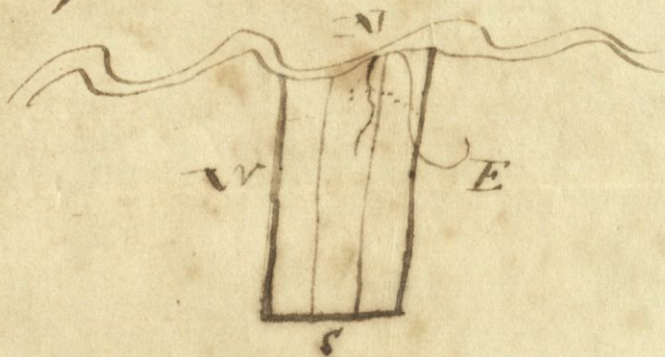
Capt John Todd

Texas Navy

Galveston, July 8 - 1840

Dear Sir,

Please survey from Mrs Holley's
league a tract of land to contain as
near as possible 1500 acres - you will
be guided in the survey by the beaver
Capt Tod as to the location, with the
understanding that it is to be a fair
survey without prejudice to the balance
of the tract - say for instance this
is the shape



if you can without great inconvenience
do this for Capt Tod immediately on
receipt of this I would like it
I remain

Yours &c
Geo: L. Hammekey

I will pay expenses -
G. L. H.

Q

8 July 1840

Geo L. Hammeken
requests O. Rawley
to survey for S. G. Toot
1500 acres on Dickson Bay.



O. Rawley Esq.
Surveyor
at Mr. Benson's
on Dickson Bay

The following talk was given by Lt. Comdr.
C.L. Walton, U.S. Navy, on the occasion of the
dedication of a marker erected in Galveston, by
the Texas Society of the Daughters of the American
Colonists, in memorial to the officers and men of
the Texas navy.

Madam Chairman, Ladies and Gentlemen:

The history of Texas is filled with the daring and
spectacular deeds of those brave citizen-soldiers who fought
and died in their struggle for independence. Every Texas
school child can tell you of the martyrs of Goliad and the
Alamo and of the men under General Houston who so disastro-
usly defeated Santa Anna at San Jacinto. On the other hand,
I am sorry to say, very little is known of the equally heroic
acheivements accomplished by the officers and men of the
Texas navy in that same grim struggle for independence.

The people of Galveston during the period of 1835 to
1845 knew that navy well and loved it dearly. It is therefore,
most appropriate that this beautiful marker, donated by the
Texas Society of the Daughters of the American Colonists, be
set up in this city which was once, in navy parlance, the
"home port" of the Texas navy. I think it also quite
appropriate that I recall, at this time, some of the deeds
of that small but courageous navy.

The history of the Texas navy can well be divided into
three periods: that of the "Privateers", the first navy
and the second navy. Prior to the beginning of the struggle

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for independence, the people of Texas became irked over the high customs taxes levied by the Mexican government on all goods coming into Texas. They refused to pay these taxes and made prisoners of Mexican soldiers who were stationed at the ports to collect same. In 1835, when information was received that Mexican warships were to be sent to blockade the Texas coast, Provisional Governor Henry Smith decided to issue "Letters of Marque" to certain merchant vessels. These vessels were called "Privateers" and were authorized to capture any Mexican ships found blockading the Texas coast. The most noteworthy engagement took place between a Texas "Privateer" and a Mexican warship occurred September 1st 1835. On this date the CORREO MEXICANO had opened fire on the American merchant vessel TREMONT which was engaged in unloading a cargo of lumber near the mouth of the Brazos river. The Texas "Privateer" SAN FELIPE came to the rescue of the TREMONT and captured the Mexican vessel. The captured ship was brought into Galveston as a prize and her commanding officer, Captain Thompson, was taken to New Orleans where he was tried for piracy.

In November 1835 the Texas government decided to establish a navy consisting of the following: Two schooners carrying twelve guns each and two schooners, carrying six guns each. Prior to obtaining the schooners, the battles

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of the Alamo and Goliad had taken place and Texas had formally declared her independence. The first ships of the Texas navy were the LIBERTY and the INVINCIBLE. Two more vessels, the BRUTUS and the INDEPENDENCE, were received in the spring of 1836. The LIBERTY was of sixty tons burden and the other three vessels of about one hundred and twenty five tons each. These four ships together with the captured CORREO MEXICANO and a small steam packet, the CAYUGA, constituted the first Texas navy.

On three March, 1836, the LIBERTY engaged the Mexican schooner PELICANO. The LIBERTY carried four small guns and a crew of thirteen men. The PELICANO carried three large guns and an armed guard of seventeen men in addition to her crew. The LIBERTY opened such a heavy fire on the PELICANO that the latter withdrew into the fortified Mexican port, Sisal. The LIBERTY pursued her enemy into the port and, in spite of the heavy fire of the shore batteries, came alongside the PELICANO. Three men of the LIBERTY's crew boarded the Mexican vessel and then the seas separated the two vessels and the LIBERTY had to maneuver back along side. As soon as this was accomplished the remaining crew of the Texas vessel boarded the PELICANO to avenge their three companions whom they expected to find dead. You can imagine their surprise when they found that the three Texas sailors had captured the entire crew of the PELICANO.

The LIBERTY took a number of other prizes until April 1836 when she was ordered to convoy a schooner carrying General Sam Houston to New Orleans. In that city she had some necessary repairs made. Upon completion of the repairs, the Government could not raise the money to pay for same and the vessel was sold.

On 26 August 1836, the INVINCIBLE engaged the Mexican brigs outside of Galveston. The BRUTUS, which was in Galveston harbor at the time, attempted to go to the assistance of the INVINCIBLE but ran aground in the channel. The INVINCIBLE fought the two Mexican ships for several hours until her ammunition was expended and then attempted to return to the security of Galveston harbor. She, too, ran aground in the channel. Both the BRUTUS and the INVINCIBLE were destroyed by the surf.

The INDEPENDENCE was captured by the same two Mexican ships that had engaged the INVINCIBLE. There is no record concerning the activities of the CORREO MEXICANO.

We hear the term "Horse-Marines" mentioned in jest. However, the Texas navy did have a small but valiant group of men who were known as "Horse-Marines". These men rode along the Texas coast for the purpose of intercepting and capturing landing parties from the Mexican war ships. On the 2nd of June 1836, a party of the Texan "Horse-Marines" captured a Mexican schooner which had grounded on the coast.

Two other Mexican vessels, which came to the rescue of the grounded vessel were also captured.

In November 1837 the Texas Congress appropriated \$280,000 for the purchase or building of the second navy. This second navy was to consist of the following vessels:

One (1) ship or brig - 500 tons - 18 guns, each.

Two (2) bargues or brigs - 300 tons - 12 guns, each.

Three (3) schooners - 120 tons - 5 to 7 guns, each.

The new navy did not commence arriving until 1839. In the meantime France had sent a naval force under, Admiral Boudin, to blockade the Mexican coast in order to collect a debt owed by the Mexican government to France. The French fleet kept the Mexican vessels bottled up until the second Texan navy was partially assembled.

The second navy, when finally completed, was placed under the command of Commodore Moore and consisted of the following vessels:

Three (3) Brigs - POTOMOC, WHARTON, and ARCHER.

One (1) Sloop - AUSTIN (Flagship).

Three (3) Schooners - SAN BERNARD, SAN JACINTI,
and SAN ANTONIO.

One (1) Steam-packet - ZAVALA.

References are found to the following other vessels but no data as to when obtained. Probably some of them may have belonged to Yucatan: The TRINITY, GALVESTON, HOUSTON, MERCHANT, TEXAS, ASP, BRAZOS.

In 1840, due to lack of finances President Lamar was authorized to retire all vessels of the navy, excepting those schooners needed for revenue service. About this time, however, Commodore Moore had negotiated an agreement whereby the Texan navy was to assist Yucatan in the latter's struggle for independence. The Yucatan government agreed to pay \$8000 per month for the services of the navy. This agreement was approved by President Lamar and the fleet sailed for Yucatan in June 1840. Commodore Moore continued on this mission, capturing many prizes and blockading the Mexican coast, until the middle of the year 1841 when he returned, with his fleet, to New Orleans for six months overhaul. The fleet again sailed for Yucatan in December 1841. The money received from the Yucatan government plus the proceeds obtained from the sale of prizes taken allowed the fleet to remain on this duty of blockading the Mexican coast until the spring of 1842. The fleet returned to Galveston at that time and shortly afterwards proceeded to New Orleans for necessary repairs and supplies. Upon completion of the repairs the government had no funds to pay for same. Commodore Moore is believed to have spent some \$34,000 of his own money to help pay some of the bills. The officers and crew did not receive their pay and the moral of the fleet was very low. In order to obtain funds, Commodore Moore again entered into negotiations with

Yucatan and received some money in advance from that country. Although these negotiations were at first approved by the Secretary of War, they were later disapproved by President Houston and Moore was ordered to return with his fleet to Galveston. Moore did not obey this order and sailed for Yucatan. President Houston ordered Moore's arrest and declared him a pirate.

On 29 April 1842, the AUSTIN and WHARTON engaged a Mexican force, consisting of two large brigs and two schooners, while cruising off the coast near Lerma. The two Texan vessels fought the superior Mexican force for about one hour when two other vessels of the Texan fleet came to their aid. The Mexican fleet withdrew and it was not until two weeks later that the Texans finally cornered the enemy vessels and a decisive engagement was fought. In this engagement two of the Mexican vessels were totally disabled and 183 men were killed or wounded. The Texan loss was small. The Mexican fleet withdrew leaving the area entirely under the control of the victorious Texas fleet.

When Commodore Moore received notice that he had been declared a pirate and orders issued for his arrest and trial, he returned with his fleet to Galveston. He and his men were given a great ovation upon their arrival, the 14th of July 1843. Moore was relieved of his command and tried by

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court-martial. He was acquitted of all charges excepting that of "disobedience of orders". He was dismissed from the service. He was later exonerated and served, for a time as Collector of Customs at Galveston.

The vessels of the fleet were "laid up" in Galveston Bay and their sale, at public auction, was authorized by the government in the fall of 1843. The citizens of Galveston, however did not intend to allow the vessels of their beloved navy to be sold and threats were made to lynch any person who might dare to bid for the ships. On the day of the auction a large crowd collected and not a single bid was received. The fleet remained inactive in Galveston until 23 June 1845 when the Texas Congress passed a joint resolution ratifying annexation to the United States and ceding the navy to the federal government.

Thus ended the Texas navy; but let us hope that this beautiful memorial, which we are dedicating today, will help to keep alive, in the minds of the Texas people and the people of Galveston, the heroic deeds and great achievements of those brave sailors who fought and died for Texas.

NOTE: For the greater part of the historical data, in the above, I am indebted to Lieutenant R.F. Carter, U.S.N.R., author of an article entitled the "Texas Navy", published in the U.S. Naval Institute Proceedings.

C.L.W.

Baltimore Md: Sept . 25th, 1838

My dear Sir,

I presume from a paper I sent you containing an account of the death of our much lamented friend Grayson, that you discovered it was my intention to write to you upon the subject, its publication made it useless. I was induced to make it to satisfy his friends, disabuse the public mind from entertaining eroneous opinions. I was sorry that it came before the public in the way it did. I drew up the heads of the Editorial piece, by request of the Editor, and not having sufficient time to write such extracts from friend Potter's unfinished letter as I thought was necessary, I enclosed it in the formes, requesting the Editor to fill out the remarks, and take such Extracts as he thought the occasion required. -He published the whole! ---

I will leave here in a few days to see our Commissioners, the last information I received from them they were very sanguine of success. They no doubt will obtain a portion of the Loan in this Country, but will be compelled to go to Europe to procure the remainder. I am really mortified and disappointed, already at the delay, for the season will be so far advanced, that it will be impossible for us to build a Naval force until next Spring. Ship Carpenters cannot build in cold weather.

I was in hopes, and we may yet, get a Schooner for a Revenue Vessel. If we do, I will take passage in her for Galveston. Indeed if we do not get her, I think I will certainly leave in Nov. for Texas. My presence here this winter will be of no service to the Country, or myself, while both may be benifitted, if I am in attendance during our approaching Session of Congress.

Some things I am anxious to have accomplished, which might be done, if I

am there to attend to them. Genl. Lamar, is President Elect of Texas before this. A hard effort, and probably a successful one, will be made by many of those who were dismissed by Genl: Houston, to be reinstated under Genl. Lamar. I know they expect it.- I do not myself hold any Commission in the Navy: it was understood by Cols: Love, Grayson and myself, that I was to have a Captain's Commission if we succeeded in getting the Vessels. As Col Grayson was to possess plenary power to fill up the Comissions, subject to the approval of the President, and the confirmation of the Senate. Of course Grayson's death has completely disarranged all my affairs. And again, I did not accept of a Commission when I left, for several reasons. But now, I am afraid if I do not get it before Genl. Houston retires from office, that Capt. Wheelwright will be reinstated by Genl. Lamar, and of course rank me! You know I never wanted anything to do with the Navy unless we could make it respectable, it can be made so! But if we are to have everything put upon the old footing again, that will at once put ~~an~~ end to its efficiency.

I wrote to friend Mc.Kinney a few days ago, and requested him to speak to you upon the subject, if he met with you before Congress meets; but as I have spare time, and being perfectly satisfied that you are ever ready to lend your aid in advancing a laudable undertaking, in one who has his Country's interest, as well as his own in view. I feel happy in making known to you my wishes. I have had very frequent conversation in this Country with many of my old Commanders. Commodore Warrington, Barron, Kennedy, and many others, who know me well, and have given me much useful information about building &c. They have all spoken to me about our Navy, and advised me to use all my influence to have the office of Naval Commissioner created, as it is the only way which we can arrive, at having a perfect system of order in our expeditures, and a sound economical administration of our Naval affairs.- I intend to try and lay before

our Govern-ment at some future period, the advantages of that office.

I should like very much to get a Commission as Captain, approved by the Senate, before Genl. Houston goes out of Office, for then if our Cidevant Officers are reinstated, they will not take rank over me, as none of them were Captains, only Master Commandants, and I dread the idea of ever being under their command. I wanted to get Officers of character and reputation; gentlemen, such as reflect credit and honor upon any Station, from the U.S. Navy to enter ours, with such persons, I will not stand about rank, but when those of doubtful character, for Officers, come in contact with me, I feel it due to be uppermost. Indeed, I could never do any good for the Country, if I found my career trammelled by such a set as has been at the head of our Navy. Our characters, habits, and feelings are so entirely dissimilar, that I am sure, the less I had to do with it, the better off I would prove to be in Civil life. You may depend that Mr. S. Roads Fisher will do his utmost to have things placed upon this former footing- If Genl. Houston makes me a Captain, I have no fears of Genl. Lamar or any other one in Texas, for my Character is sufficiently established with our public men, to entitle me to their confidence as a public Servant. All I want is to get a situation, which will give me the authority of doing, what is absolutely necessary to make our Navy respectable: at least so much of it as may be under my command. Then I am perfectly willing to stand or fall, upon my merits alone as a Public Officer.- I Dont like to write to Genl. Houston upon the subject, tho: he ~~considers~~ considers me as a "Captain in the Navy" for he mentions me as such in his letters to his friends.---

If you visit the Capitol before the Administration is over, I would like for yourself, Col. McKinney & Dr. Irion to have some conversation upon this sub-

ject, and if you think it advisable, have a talk with Genl. Houston.- If he grants the Commission, I will do my utmost to render myself worthy of the confidence of my Country. It is so uncertain what time I will arrive in Texas that I have thought it advisable to write you. If I was there, to have a conversation with the General, I think he would give it without a moments hesitation, but as it is, I am compelled to trouble you & Mc.Kinney. I do so cheerfully, for I am sure it will meet your friendly-----I have-----in way of need to communicate. Crops-----
Partnership in-----receipt of-----high esteem of Your friend

Jno. G. Tod

As our loan has not been accomplished, of course my finances are very low, as I have paid all my expenses thus far, on----own-----. If I have the----- they are not in-----in this Country, as they are with us. I would marry if I knew "which to choose", as it is, I have decided to put it off until the "War is over".

Give my Best Regards to Mrs. Hill & the family, and all old friends. God Bless You -

Your friend,
Jno. G. Tod.

Canceled in red circle, 12 1/2
BALTIMORE, MD. SEP. 27 Ship 6 1/2
18-3/4

Hon: William G. Hill
Columbia,
Texas
Care of Saml. Ricker, Jr. Esq.
New Orleans,
La.

Also in black ellipse,
SAM RICKER, JR
NEW ORLEANS,
Agent of the Texas Post Office

Transcribed from the original
letter by Louis Lenz.
November 24, 1956