

TERMS, \$150

The Copperheads and Rebels are having a fresh spasm of hostility to Parisianism. The Richmond Dispatch is shocked at the life of Oliver Cromwell for such a city. It thinks that this book should be accompanied by the "Life of Abraham Lincoln" and the "Life of the late lamented John Brown, whose soul is marching on in the track of Cromwell."—

"In all soberness," says the Dispatch, "have the Yankees taken Richmond, and that the life of the hideous Puritan, Oliver Cromwell, is to be thrust into our faces, on this season of the year?"

LIFE OF RICHARD SOMERS.

Major-Commandant, U. S. N.

WRITTEN BY J. H. SOMERS, M. D.

Thus the service of Somers, as a midshipman, could not have exceeded a twelve-month, continuous service that he had been to see previously to joining the navy, were any other testimony required than that of his shipmates. In the Autumn of 1792 the United States sailed from New York, Rhode Island, for Lisbon, having on board, as commissioners to the French republic, the gentlemen who subsequently arranged the terms of peace. It is probable that Somers, whose previous experience had been in the American seas, crossed the Atlantic for the first time in this cruise. Mr. Stewart being placed in command of the Experiment-12, in the year 1800, Somers ended the war as second lieutenant of the ship he had joined as midshipman about three years before.

The war of 1798 allowed but few opportunities for officers to distinguish themselves. But two frigate actions were fought, and, singularly enough, on the side of the Americans, both fell to the share of the same commander and the same ship, *Truxton* and *Constellation*; leaving nothing but vigilant watchfulness and activity to the lot of the other officers and other vessels. "While the United States had no chance for earning laurels, she was always a model cruiser for discipline and seamanship, and the young men who served in her during the quasi-war had no grounds of complaint on the score of either precept or example. They had been in an excellent school, and the "Old Wagoner," as this vessel was afterwards called, turned out as many distinguished officers as any vessel of the day.

At the formation of the peace establishment, in 1801, Somers was returned as the twelfth lieutenant, in a list that then presented only thirty-six officers of rank. The rapid promotion that marked the first few years of the existence of the present marine belongs to the history of the day, and must be ascribed to the occurrence of two wars in quick succession, and to the wants of an infant service. The list alluded to forms a subject of melancholy and yet proud interest to every American who is familiar with this branch of the republic's annals. It is headed by the name of Charles Stewart, and it closes with that of Jacob Jones. Hull, Shaw, Chauncey and Smith, precede Somers on this list; Decatur stands next to him; and Dent, Porter, the elder Cassin, Gordon and Caldwell follow. A long list of names that have since become distinguished, including those of McDonough, Lawrence, the younger Biddle, Perry, the younger Cassin, Trippe, Allen, Burrows, Blakelock, Downes, Crane, Morris, Ridgely, Warrington, the elder Wadsworth, &c., &c., was then to be found among the midshipman. Not a name below that of the seventeenth captain of the present day (Woodhouse,) was then to be found in the navy register at all; that of Sloot, now the thirty-third captain, having lost its place in consequence of a resignation. When Commodores Stewart and Hull examine the present register, they find on it but eleven names, besides their own, that were there even when they were made commanders. They both remain captains themselves to this hour!

The United States was laid up in ordinary at the peace of 1801, and there was this noble frigate suffered to remain, until she was again commissioned for the coast service, a few months previous to the war of 1813. Among the vessels that were built to meet the emergency of the French struggle, was a frigate called the *Boston*, a vessel that it was usual then to rate as a thirty-two, but was properly a twenty-eight, carrying only twenty-four twelve on her gun deck. This little ship had fought a spirited action with a heavy French corvette called the *Bercean*, in the war that had just terminated, and had brought in her antagonist. This circumstance rendered her a favorite, and she was kept in commission at the termination of hostilities, under the command of Captain Daniel McNeill, an officer of whose eccentricities there will be occasion to speak, when we come to the record of his extraordinary career. Somers on quitting the United States, was transferred to the *Boston* as her first lieutenant. The ship sailed from New York in the summer of 1801, for L'Orient, in France, having on board Chancellor Livingston and suite, the newly appointed legation to that country. After landing the minister, the *Boston* proceeded to the Mediterranean. The cruise of this ship was remarkable for its entire independence. Capt. McNeill had been ordered to join the Mediterranean squadron, then under the pennant of Com. Dale, and, although he was in that sea during parts of the commands of that officer and his successor Com. Morris, he so successfully eluded both as never to fall in with them; or, if he met the latter at all, it was only for a moment, and near the end of his own cruise. Capt. McNeill, notwithstanding, wanted for neither courage nor activity. He visited many ports, gave frequent convoys, and even went off Tripoli, the scene of war; but from accident or design, all this was so timed as to destroy every thing like excitement and combination. In this cruise Somers had an opportunity of seeing many of the ports of Italy, Spain and the islands, and doubtless he acquired much of that knowledge and experience which were necessary to a captain in his responsible station of a first lieutenant. He was then a very young man, not more than 23,

and this was a period of life when such opportunities were of importance. Nor does he seem to have neglected them, as all of his contemporaries speak of his steadiness of character, good sense, amiable and correct deportment, with affection and respect. The *Boston* returned home at the close of 1802, when Capt. McNeill retired from the service, under the reduction law, and the ship was laid up never to be employed again. The commander subsequently returned to the sea, in the revenue service, but the frigate lay rotting at Washington, until she was burned at the inroad of the enemy, in 1814, a worthless hulk.

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Hammononton	9.20	11.55	5.35
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Whiting's Mills	1.55			
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Ridgeway	2.42	6.20		
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Bergen Iron Works	3.28	6.38		
Squankum	4.15	6.53		
Farmingdale	4.35	6.58		
Shark River	5.04	7.10		
Junction	5.35	7.20	2.30	
Shrewsbury	5.41	7.37	2.45	
Red Bank	5.55	7.47	3.00	
Middletown	6.10	7.57	3.25	
Highland	6.17	8.03	3.40	
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